

THE COMMERCIAL MOTOR

FRIDAY, MARCH 27, 1959
ONE SHILLING

Vol 109 # 2804

OFF THE ROAD VEHICLES FOR THE.....

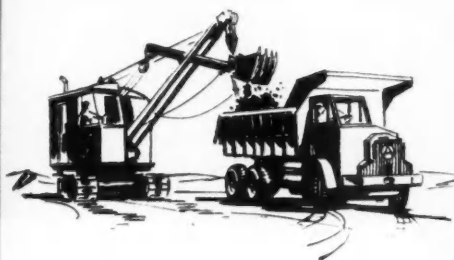
Model DT745 four-wheeled Dumper

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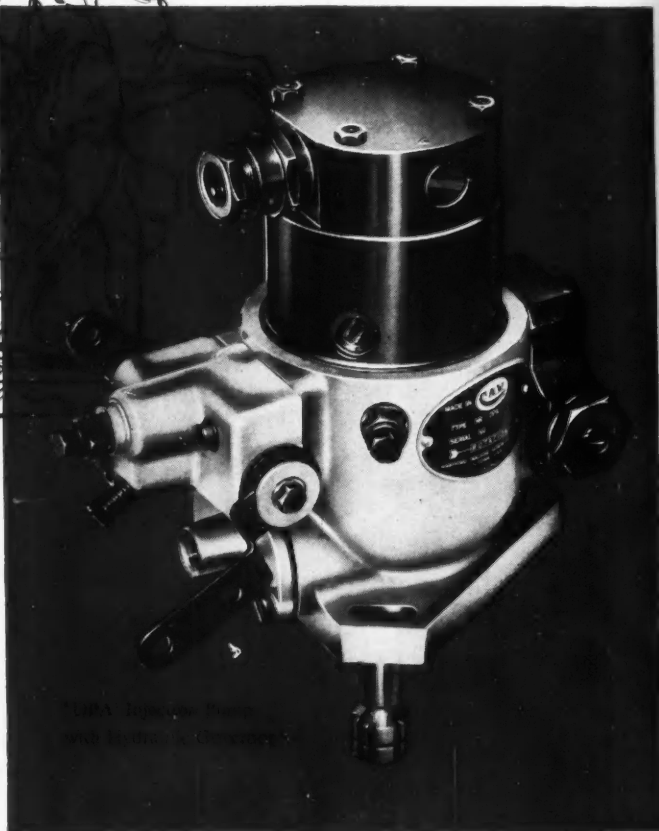


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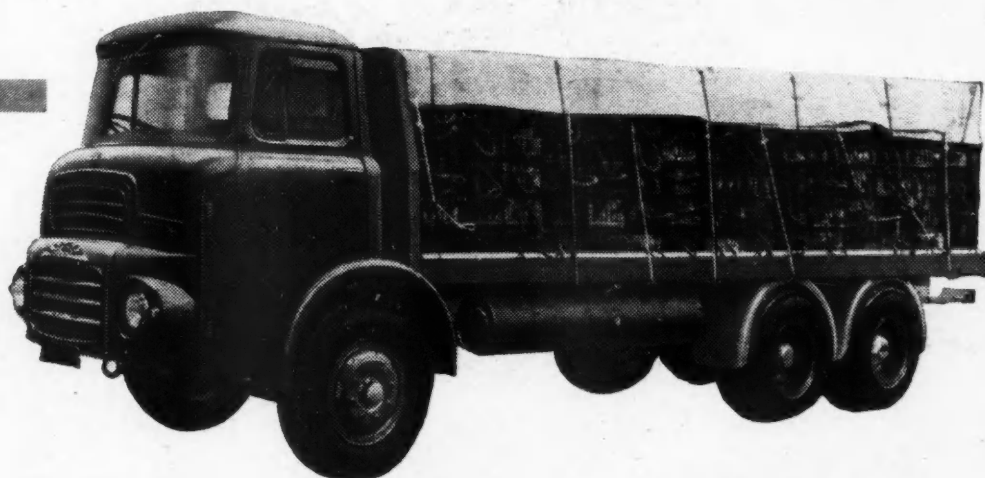
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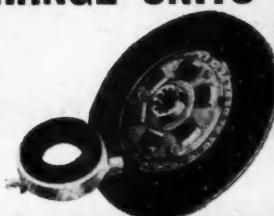
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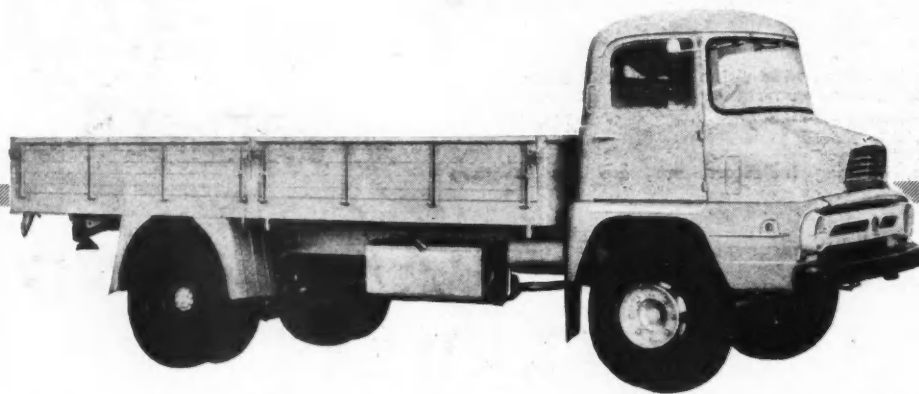
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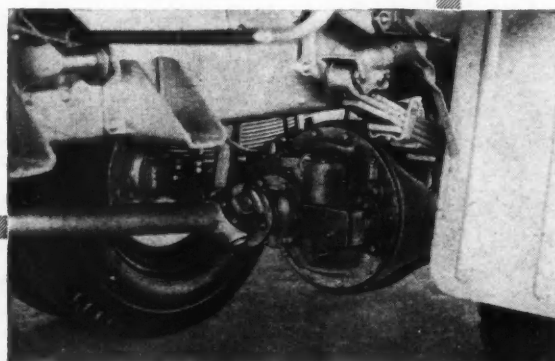


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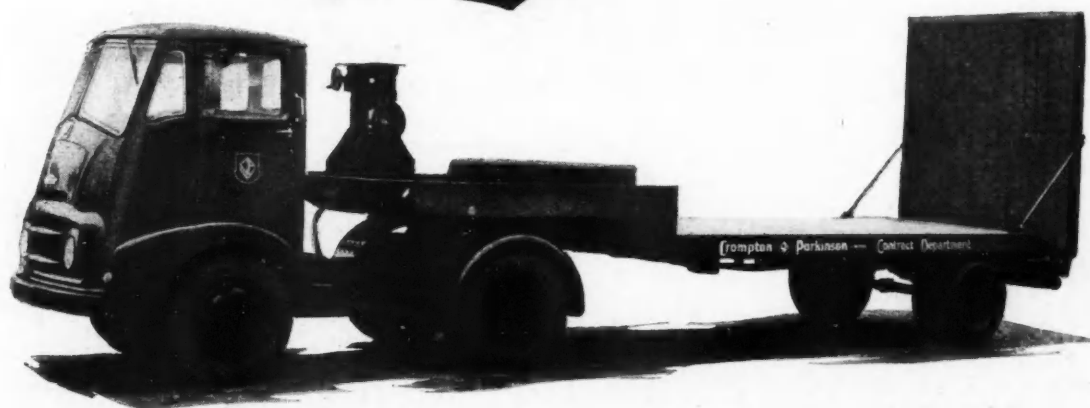
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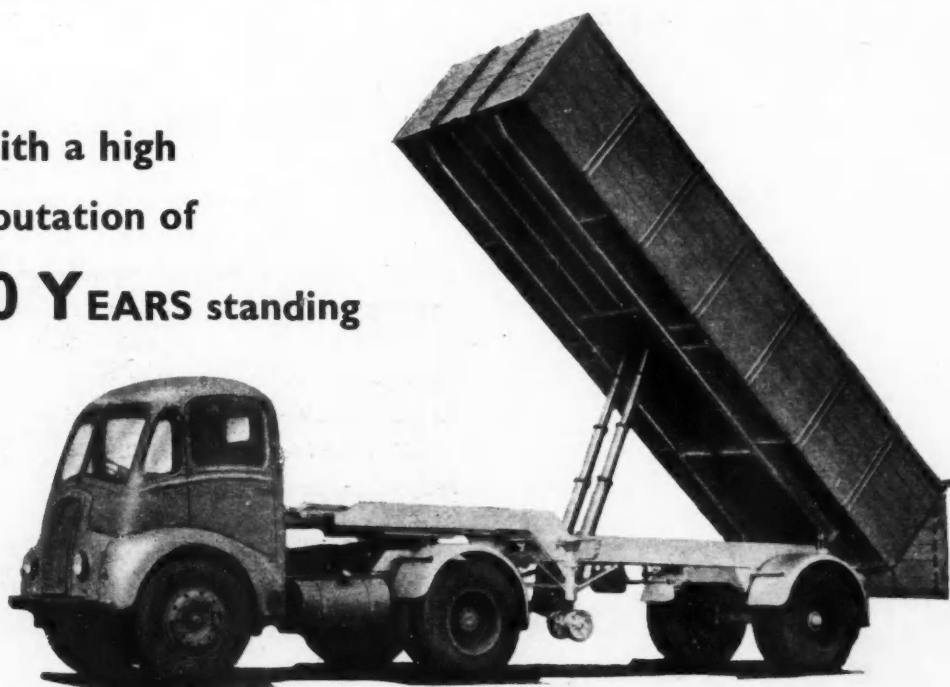
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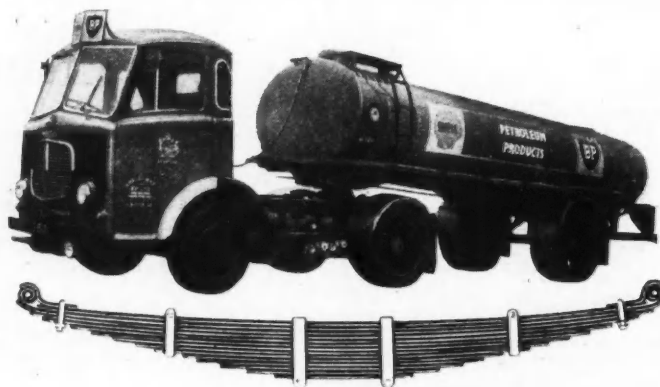
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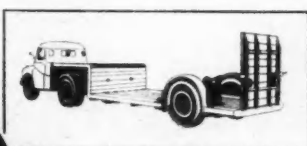
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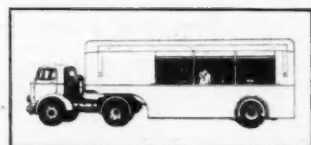
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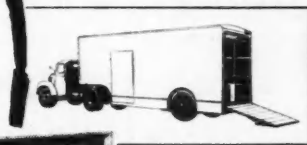
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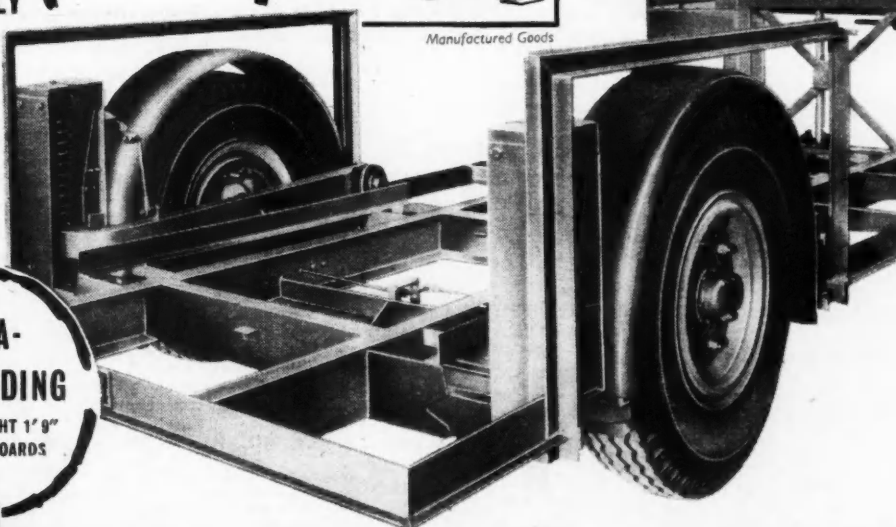


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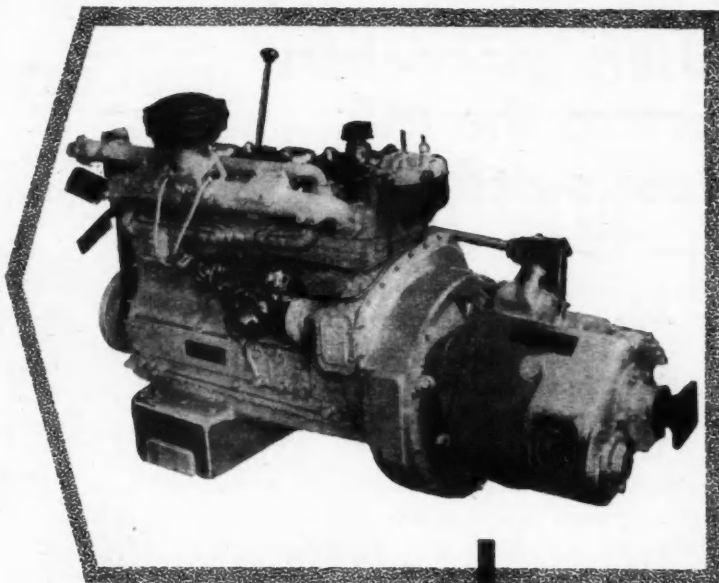


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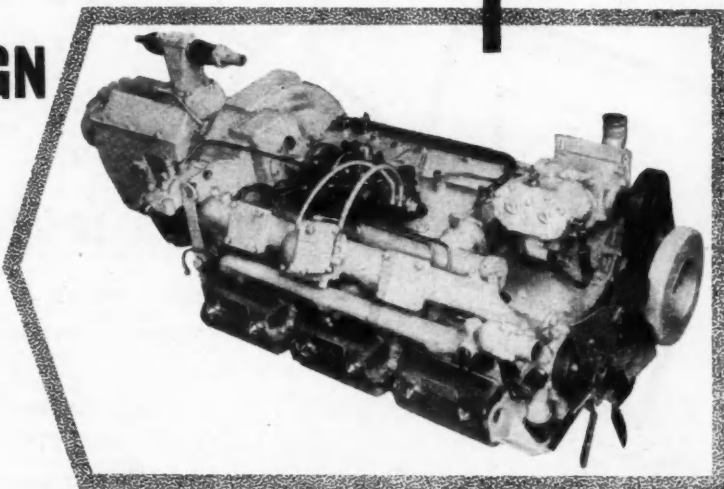


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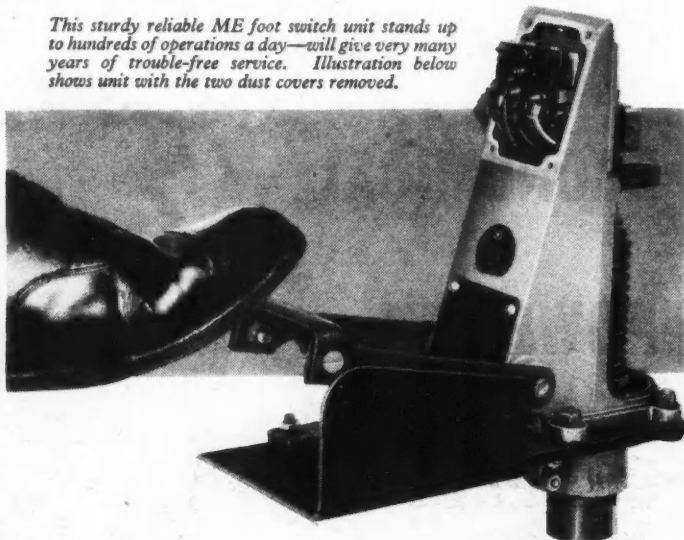
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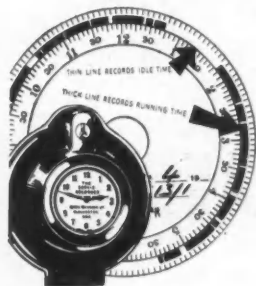
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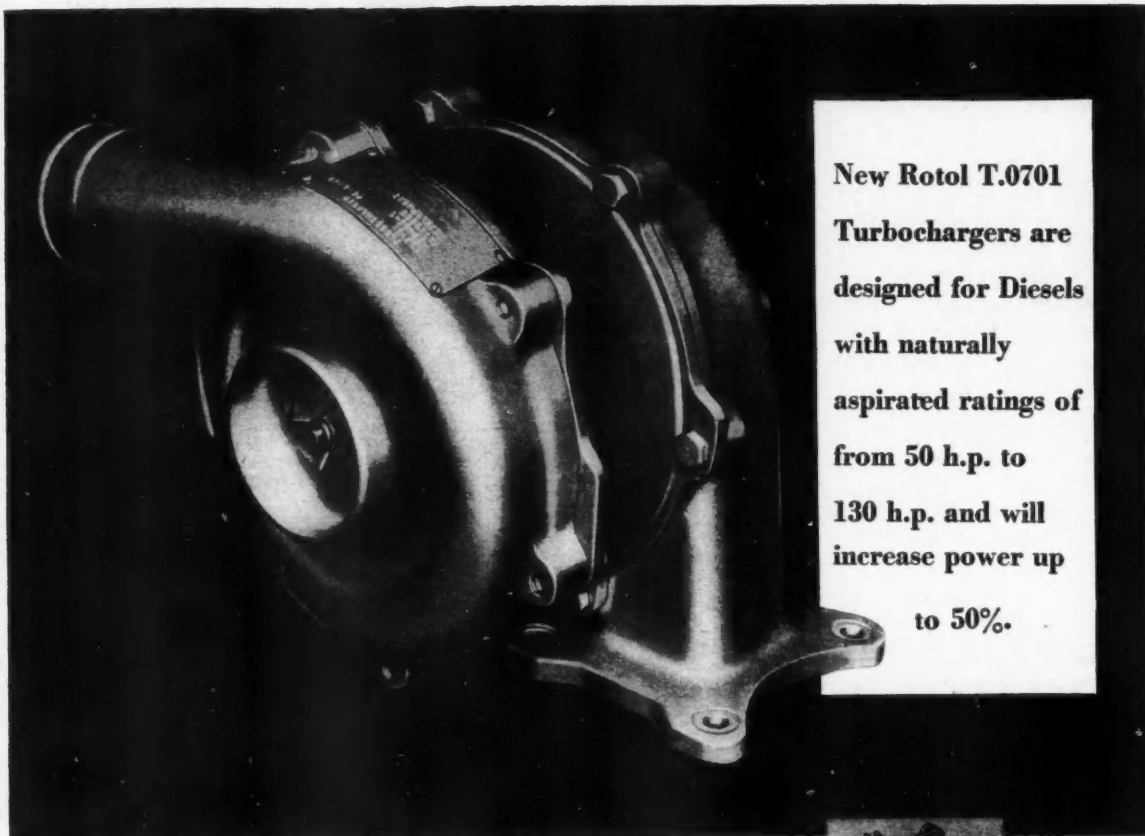
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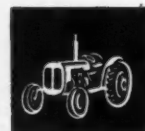


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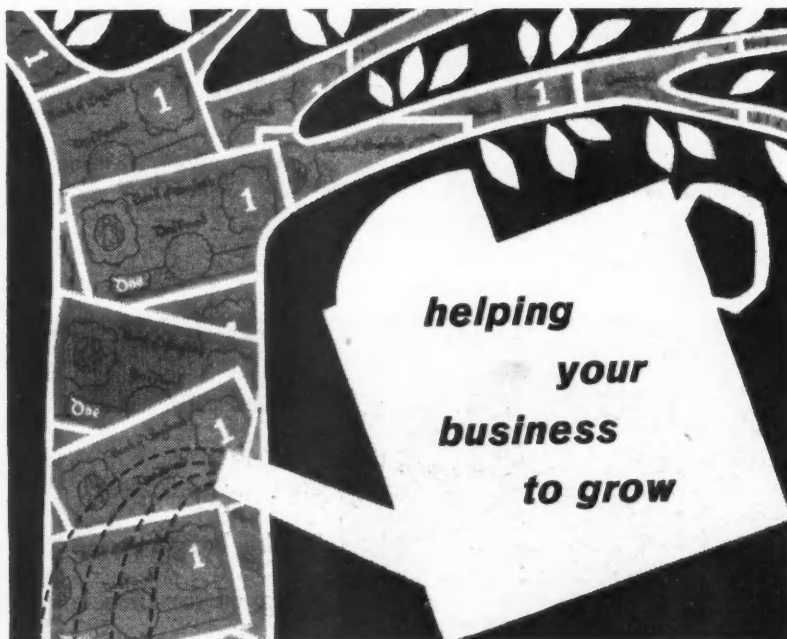
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THE COMMERCIAL MOTOR TABLES OF OPERATING COSTS

FOR PETROL, OIL AND ELECTRIC GOODS AND PASSENGER-CARRYING COMMERCIAL VEHICLES

Compiled by the Staff of "The Commercial Motor"

IN THIS NEW EDITION of these Tables, which have for long been the recognized authority on commercial vehicle operating costs, calculations are made according to the initial cost of vehicles and of materials, including spares and renewals, as well as fuel, oil and tyres. Thus, at the time of publication, the information is applicable to the current year and, so far as intelligent anticipation can make it, for some time ahead.

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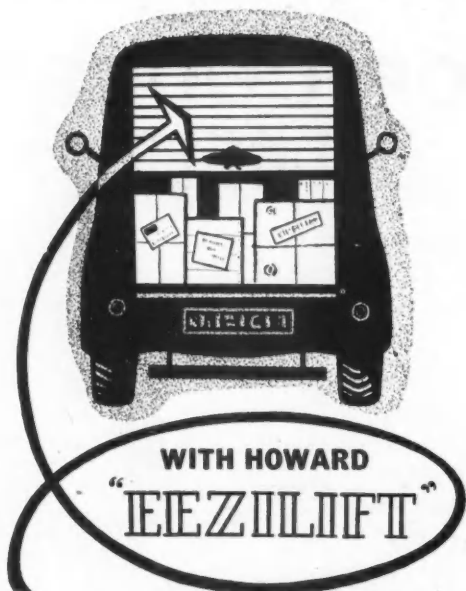
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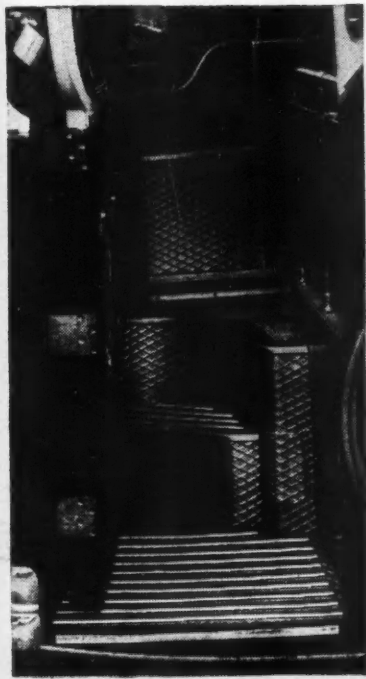
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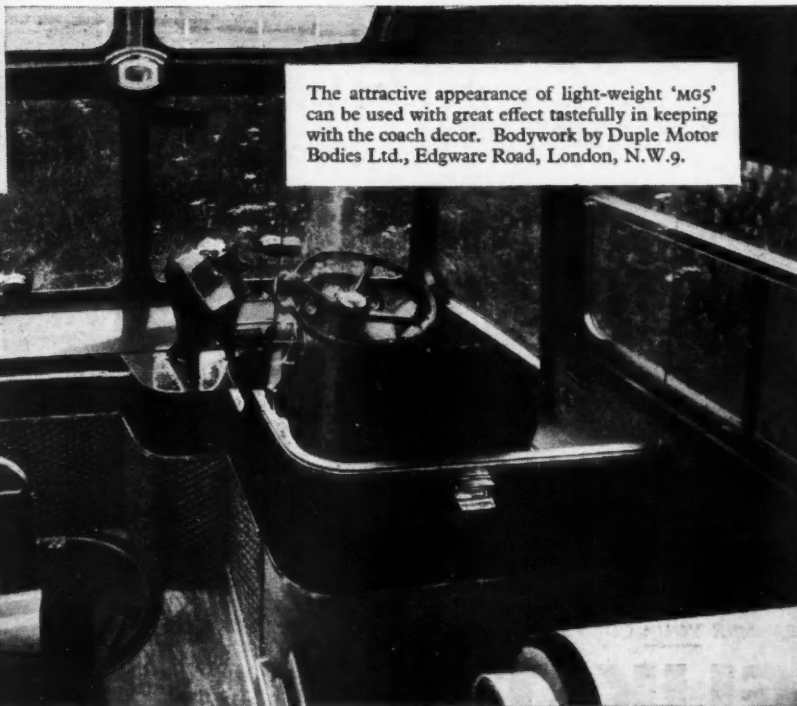
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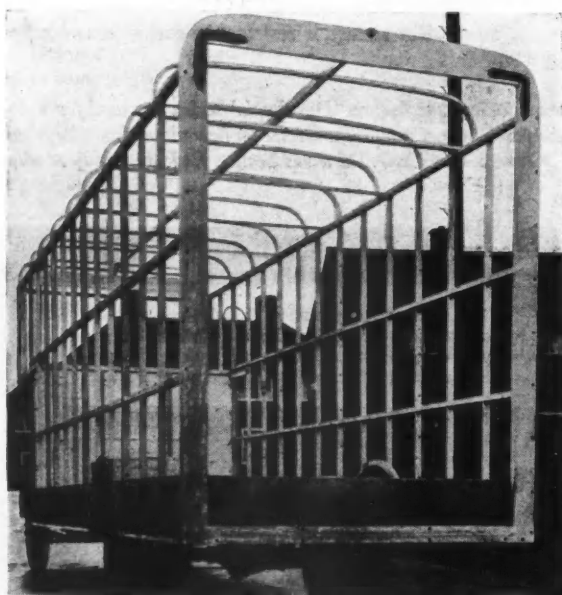
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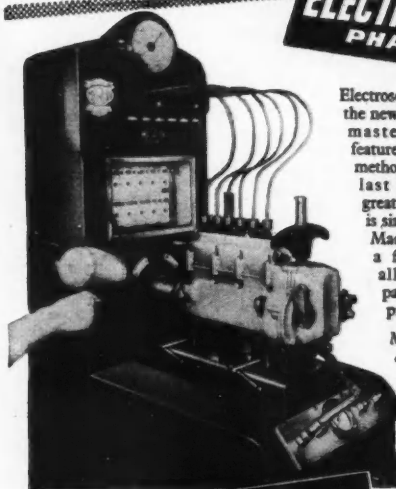
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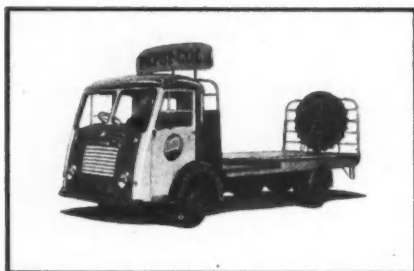
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Motor* are permissible.

Guinea Pigs Have Their Uses

TWO weeks ago an exclusive road test report was published in *The Commercial Motor* dealing with a 4,000-gal. articulated spirit tanker fitted with air suspension. The test made it clear that many of the advantages claimed for air suspension were to be found in this vehicle, particularly with regard to the reduction of unladen weight, which made it possible to transport a quantity of petrol on three axles which hitherto had required a four-axled chassis. The stability also of the vehicle was found to be quite remarkable, whilst the braking system and weight distribution made it possible to obtain stopping distances appreciably less than would be expected from a vehicle carrying a liquid load running at 20 tons gross vehicle weight.

Although much credit must be paid to the individual manufacturers who built this interesting vehicle, the true credit for the origination of the design belongs to the transport manager of the oil company who are operating it—a man well known in the industry for his foresight, energy, and willingness to enter new and unexplored spheres of design and operation. The British commercial vehicle industry has good cause to be grateful for men such as he, for without them it would be impossible for manufacturers to put into practice ideas which, although offering numerous operating and economic advantages on paper, would not necessarily be acceptable in the first place to the majority of operators merely because they represented something different and untried.

Breeding Grounds for Design

Large transport concerns, most of them admittedly operating C-licensed fleets, but including such undertakings as British Road Services, possibly have greater need than the average haulier for the more specialized types of vehicle, and it is these that provide an ideal breeding ground for new technical approaches. Those in charge of such fleets, therefore, inevitably study technical advances reported from other parts of the world, until eventually a design feature appears which they appreciate could solve a problem or simplify an existing situation.

Undoubtedly, it is chiefly the makers with relatively small weekly outputs who can undertake such liaison with those operators who require vehicles fitted with new

*Where There is Scope for the
Smaller Makers in Co-operation
with Important Users*

types of equipment. The larger producers, in addition to having their own highly developed research and experimental organizations, can scarcely afford to devote considerable time and labour to developing one or two specialized vehicles for which there might not be a large order, particularly when such a number of vehicles might well represent less than 1 per cent. of their total weekly output. Only when an order for several hundred vehicles is likely to be placed can they undertake research into a new line of thought suggested by an operator.

The smaller makers, however, because their production is geared to a slower pace and because, in many cases, much of their production consists for the most part of assembly, with little or no component manufacture, can devote more time to such specialized projects with less disruption of their normal programme. As a result of this both they and the operators gain valuable experience with new devices—experience also shared by the makers of the devices themselves.

Service Gives Quicker Tests

This development work under actual service conditions must invariably lead to the particular product reaching a satisfactory design state far more quickly than if it had had to be tested under the artificial conditions obtaining in the laboratory and on the test track. Many of the larger operators, indeed, undertake a considerable amount of research work into such new vehicles themselves and are thus able to build up a valuable store of technical knowledge which could be put at the disposal of the manufacturers.

Many of the more outstanding vehicles to be seen on the roads of this country exist solely because of the work put into the formulation of their design by the heads of transport concerns, and it is happily becoming an increasing feature of our industry that more and more manufacturers and operators—in both the goods and passenger spheres—are beginning to work more closely together. This has, of course, been a feature of the American scene for some years, and through the enterprise of a certain section of American operators has arisen the successful application of such technical novelties as automatic gearboxes, air-suspension systems and tilt cabs.

Many are the schemes which are under way in this country for quite drastically different vehicles, and in a considerable number of cases such vehicles are to be manufactured by one or other of the smaller concerns. As in the past, these new ideas, many of which are at the moment only at the drawing-board stage, cannot fail to produce useful data for future design work. Such features as air suspension, independent-front-suspension

systems (some incorporating air suspension), automatic transmissions, disc brakes, semi-trailer couplings, and practical cab designs which give maximum driver comfort, visibility and engine accessibility, will be perfected only through the efforts and, indeed, courage of those operators who can afford the time and money necessary for their full development and are not afraid to take chances in the interests of the industry.

Continental Coach Design

WITHOUT taking into consideration any question as to the dimensions of passenger vehicles built on the Continent, many present interesting features, some of which, however, would not meet our constructional requirements. This applies particularly to the seating arrangements in many passenger vehicles. In the majority there is an intrusion of one or several seats into the entrance or exit gangways.

To overcome this problem there are many types of seat, or pairs of seats, arranged to hinge and sometimes fold. This may involve even partially lifting and pushing back a pair and, necessarily, some form of locking device must be released, and must be capable of being operated from both inside and outside the vehicle. Admittedly, this may not be difficult, but might well prove awkward in an emergency, and does not conform with our ideas of safety.

It is quite common also to slide seats into the centre

gangway when travelling, to provide more room and comfort to passengers. To give greater accommodation even flap seats are often provided, which fill the gangway when in position.

On the other hand, great attention is usually given to comfort, almost all seats having adjustable backs and, in certain cases, the seats themselves also slide forward to afford a reclining position.

The comfort of the driver obviously receives great attention, and many and varied are the designs of seat for him. Some must be hinged over to facilitate access, and most have separate controls for turning, adjusting to height, and sliding to adjust for pedal reach. In several types the seat is mounted on a tubular base carried in a stout socket and provided with one or more nipples for lubrication.

In general, however, Continental bodywork is most attractive and soundly constructed.

Passing Comments

Improvers for Light-oil Fuels

MANY people are aware of the widespread use of additives in lubricating oils, but few realize that chemical improvers must be included in present-day petrols to cope with the performance of the modern high-compression engine. Speaking to the Institute of Petroleum in London recently, Mr. C. G. Tresidder gave a concise survey of the gasoline additives commonly in use and their functions in improving engine performance.

Widely recognized for its anti-knock capabilities tetraethyl-lead had been available since 1923. A problem which had to be overcome with this compound was exhaust-valve failure, caused by corrosive attack from the leaded-fuel gas condensates. This had been overcome by the addition of lead-scavenging compounds and changes in engine design.

In addition to tetraethyl-lead, many present-day light-oil fuels contained one or more supplementary chemical substances, including some phosphorous compounds, which were variously aimed at reducing ice formation inside carburettors, preventing uncontrolled ignition resulting from incandescent deposits in the combustion chamber, checking misfiring of sparking plugs due to a build-up of lead on the electrodes and dispersing rust in fuel systems.

Fade Fades

WHEN the Bedford J3 low-loading 4-tonner was road-tested (*The Commercial Motor*, December 12, 1958) serious brake fade occurred in descending the $\frac{1}{4}$ -mile gradient of Bison Hill in neutral at 20 m.p.h. with the foot brake applied. The Vauxhall engineers and John F. Moon,

who tested the vehicle, were greatly surprised, but could not explain the phenomenon.

It is now known that the Raybestos moulded facings fitted as standard to the vehicle require an appreciably longer period of bedding-in than the facings formerly used. Some 2,500-3,000 miles' running is necessary for really successful operation. When the same lorry was recently tested again under identical conditions with the facings fully bedded-in, a "crash" stop from 20 m.p.h. after the descent produced a Tapley meter reading of 86 per cent., which is, if anything, slightly higher than the maximum Tapley meter figure obtained during the original test with cold drums.

Mobile Telephone Exchanges Meet Need

BRITONS whose names have been for months on the G.P.O. waiting list for telephones may well envy what a private-enterprise telephone service in the United States is offering its customers. As in Britain, new housing estates and towns are mushrooming all over America, and until recently were being built much faster than was the supply of telephone equipment. Now, however, the Bell Telephone Co. have solved the problem with what they term the "Mobile Community Dial Office."

This is a telephone exchange on wheels fitted with the same equipment as any permanent exchange, and comprising an air-conditioned semi-trailer van built by the Highway Trailer Co., of Egerton, Wisconsin. It is of all-steel construction, 37 ft. long, 12½ ft. high and 8 ft. wide, and can handle service for 800 telephones.

For its first trial a concrete slab was laid on land near a new housing area and the van hauled to this site. There it was set up on a frame and the wheels removed. By the

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time tenants moved into their new houses their telephones were installed and working. A few months later a second identical trailer joined the first and was connected to it by a closed passageway, thus serving another 800 instruments.

Although these mobile exchanges were designed primarily for a particular temporary service, it has now been realized that they lend themselves easily to other emergency use. For instance, they can be of great value to supplement regular exchanges in the event of crisis, or disasters of one form or another, and even for civil defence.

Plastics Tilt-cab Design

THE plastics tilt cab employed by the American White Motor Co., and described in *The Commercial Motor* dated January 9, 1959, formed the subject of a paper read recently to the Society of Automotive Engineers by Mr. J. R. Hammond of the Molded Fiber Glass Body Co. In addition to being the first all-plastics cab to go into production in America, this design is also interesting because it shows that the additional strength reputed to be necessary with a tilt-cab design can be obtained from the use of plastics mouldings.

The cab is built up from 36 moulded parts made in

matched metal dies, steel-plate dies being used for shallow parts and alloy-iron castings for deep parts. Steam is used to heat these dies to temperatures of 225 degrees F. to 275 degrees F. and hydraulic presses provide pressures of 100 to 150 p.s.i. on the moulded surface. The cab floor structure, which includes the entire engine compartment is a one-piece moulding 96 in. wide, 50 in. long and 30 in. deep (detachable cowl panels are unnecessary with a tilt cab), and this is ribbed to increase rigidity and to keep mounting bolts below floor level.

Use of reinforced plastics has permitted the moulding of several other one-piece parts which would have been difficult to produce in sheet metal without exorbitant tooling costs, thus the roof panel and the entire rear panel are each one-piece mouldings, as are the door frames and the front-quarter panels.

Colour impregnation is not used for this cab, three reasons being quoted: difficulty in matching colours from different runs; sanding necessary at joints would destroy the colour finish and leave a poor appearance and repairs would be made more difficult because of the impracticability of matching the basic colour with the patching material.

One Hears—

That politicians often rush in where statesmen fear to tread.

That some of their "rushes" make fine holidays.

That, in one way and another, fogs this year are said to have cost Glasgow £20m.

That we have yet to hear what they have cost London.

That the powder-pistol device to discourage illegal "lifters" of wages and other moneys will undoubtedly give them the "blues."

That it will be all up with fair fare economy if the one-man busmen succeed in their demand for a 45 per cent. increase in wages.

Complaints from school-crossing patrols that parents park their cars so near as to obscure the approaches to these.

That parking less than, say, 30 yards on either side of such crossings should be prohibited.

That Spectracoat is a process in which thin precision coatings are applied to optical lenses to permit them to measure various radiations.

That such treated lenses, used in a variety of instruments can measure rate of wear, control of temperature, and have many other interesting applications.

That the U.S. Government are taking practical steps to encourage small businesses.

That the latest law permits them to make grants for study, research, and advice concerning the managing, financing and operation of such businesses, and the development or distribution of technical and statistical information to help them.

The remark that our Socialists should take an example from this instead of threatening greatly to extend State ownership.

Of an American synthetic-rubber-and-nylon lorry "tarpaulin" which is translucent and only a third of the weight of a conventional tarpaulin.

That possibly this material will counter the criticism of some users of nylon tarpaulins concerning their wear being more rapid than with those made of grown fibres.



"Course I gave a signal. I shouted 'fore' when I drove off!"

TANKER CASE: JUDGE SUMS UP

Prosecution Claim Company Realized Acid Runs Were Impossible: Defence Blame Organization

WHEN Bulk Liquid Transport, Ltd., undertook the transport of acid from Billingham to Grimsby they were fully aware that they were taking on a contract which could not be done by drivers in the permitted hours. Consequently, everyone connected with the operation knew that the law was being broken. This was submitted by Mr. R. A. Lyons, Q.C., at Leeds Assizes, when he made his final speech for the prosecution against the company and five officials, who denied conspiracy and inducing perjury. (*The Commercial Motor*, last week.)

At the close of the case on Monday, Mr. Justice Donovan said he would study his notes the following day and sum up to the jury on Wednesday.

There were five charges of conspiracy concerning drivers' hours, rest and records against the company and the five officials—B. Skelley, manager, L. I. Hickson, assistant manager, C. Kershaw, foreman, C. Burkenshaw, clerk, and W. Jennings, foreman driver. Skelley and Kershaw also faced two counts of inducing perjury by encouraging drivers to enter false information on documents, together with alternative counts of aiding and abetting.

Earlier, Skelley had said that he joined Bulk Liquid Transport in December, 1956, and was sent to their Manchester depot. He returned to the Gildersome headquarters about November 12, 1957, and until then had had nothing to do with vehicle operations.

"Administration in Chaos"

He found the administration at Gildersome in a state of chaos. In particular, drivers' log sheets had not been checked for five months. He knew of the sulphuric acid contract for the Billingham-Grimsby run and had been told some drivers were doing it without difficulty in 12 hours and others would not. Eight vehicles were double-shifting on the job.

Answering Mr. Lyons, he said that on checking log sheets for three months he found driver Smith completely wrong after comparisons with the Servis card of Murray, his co-driver. Having had complaints about slacking he decided to dismiss Smith, but before doing so called him to Gildersome on the night of November 27 and left the log sheets for him with a note to set out the correct times.

Although he knew the traffic examiner was due again the next day, these events had nothing to do with it. He had not had dealings with the other drivers in this way and had not sought to get any log sheets "cooked."

It was untrue to say that payments were not made on the times shown on the log sheets because they were false. The weekly time sheets had been destroyed on his instructions before it was realized that a prosecution was likely.

Mr. Lyons pointed out that log sheet after log sheet, including those checked by Skelley after alteration, showed exactly

12 hours' work, but were utterly wrong against the times proved by the witnesses. The only weekly time sheet produced in evidence showed discrepancies with the log sheets. The company's payroll showed that on an occasion when Smith's log sheets showed 57 hours in a week, he was paid for 118. Similarly, Craven was paid for 102 hours instead of 60.

Skelley replied that it was possible that some of the total was back pay. Asked why log sheets for Smith, Jones, Murray and Botterill were not produced until specifically asked for by the traffic examiner on his third visit, Skelley said the sheets were originally asked for under vehicle numbers and it took time to sort them out into name order.

Questioning Hickson, Mr. Lyons suggested that the one man responsible for policy was Mr. Peter Slater, an extremely successful man, who, starting as a lorry driver, now verged on being a millionaire. A very determined man, who did not know the meaning of the word "impossible," he was responsible for contracts and instituted the 12-hour shifts for the Billingham run.

False Times Alleged

Mr. Hickson replied that all he knew was that Mr. Slater was in control. Asked to explain how Botterill came to work 95 hours in a six-day week, he said the organization was hopelessly inefficient at the time—many of the drivers put in false hours. Botterill had done so previously when they both worked for Harold Wood, Ltd. He engaged him again because Bulk Liquid Transport were desperate for drivers, as work was coming in so rapidly. More than £300,000 was spent on new vehicles in 1957, and the company had more than their share of "dead heads" amongst the drivers.

Closing the company's defence, Mr. F. H. Lawton, Q.C., submitted that the raising of the speed limit for heavy vehicles, with the inevitable desire of employers to speed up schedules, involving loss of pay to drivers, was pregnant with trouble for Bulk Liquid Transport.

Disgruntled drivers were unreliable witnesses, and, of those called for the prosecution, Smith had himself said that he had a reputation as a trouble-maker. Cluderay had stated that the unions were telling drivers to keep speeds down unless there was a wage increase, and drivers were thus refusing to do a journey in the time that previously had been regular.

The Servis cards produced showed

driving time well under 11 hours, and the question of exceeding the speed limit was not necessarily connected with conspiracy. Averaging 25 m.p.h., the journey could easily be done in permitted hours.

Because of rapid expansion, paperwork had been neglected and this, coupled with drivers' notorious slackness in keeping records up to date, had led to Skelley being brought in to tighten up discipline.

Mr. Lawton said suggestions had been made that Peter Slater, Ltd., and Bulk Liquid Transport were one and the same company, but whereas Mr. Peter Slater and his wife owned 90 per cent. of the shares of Peter Slater, Ltd., Mr. Slater had a mere 19 per cent. of the Bulk Liquid Transport shares.

Prosecution's Case

Mr. Lyons submitted that there was a host of indications that Bulk Liquid Transport had ridden rough-shod over the law and, to cover up, had resorted to large-scale falsification of records. The prosecution relied on the large number of hours it had been proved that drivers had worked, the making out of new log sheets, the withholding of certain documents from the traffic examiner, and the evidence concerning distances and vehicles used.

The figures on many of the log sheets produced could have been rubber-stamped, he said. For example, Brook was shown as doing 16 out of 17 journeys in exactly 12 hours, yet evidence of arrival and departure at Billingham and Grimsby did not agree with the log-sheet times. A log sheet by Smith, one of those made out on the night of November 27, showed 12 hours exactly, finishing at Gildersome. In fact, Smith stayed the night at Derby en route from Howden to Birmingham, and he was on the road for 16 or 17 hours.

"Everyone Knew"

Mr. Lyons suggested that the company took on a contract which they knew full well could not regularly be done in the permitted hours and, consequently, all concerned knew that the law was being broken. Striking corroboration of the drivers' evidence was the fact that they were being paid for an average of 16 hours a day.

Mr. T. A. Fearnley-Whittingstall, Q.C., for the five officials, submitted that there was no evidence of a deliberate plot. The whole case had been focused on one run during a period in November, but Bulk Liquid Transport had more than 60 drivers and a number of contracts at that time. All these men had other work to do. Kershaw and Burkenshaw were employed by Peter Slater, Ltd., so they had little interest in the Billingham run. The only evidence against Skelley was that he was continually asking why drivers could not do the run in the time—the very opposite to encouraging them to work longer hours.

The drivers had concocted their records, he claimed, not only to deceive the Licensing Authority, but also their own employers

Common Practice to Remove Axles for Registration, Tribunal Told

AXLES have been removed from hundreds of eight-wheelers by K. and B. Motors, Ltd., Newcastle upon Tyne, in order to make the vehicles into six-wheelers for weighing and registration purposes. The axles have then been replaced after the grant of a licence. Mr. Edward Waters, K. and B.'s managing director, revealed this in London, on Tuesday, when the Transport Tribunal heard an appeal by Mr. George Allinson, Etherley Dene, Northumberland.

Mr. Waters, a voluntary witness, said the practice he had described was common among commercial-vehicle dealers and was perfectly legal so long as the vehicles were redeclared for taxation purposes when the axles were replaced.

After being told that a ruling was anxiously awaited, the Tribunal reserved their decision on the appeal, which was against the revocation of Mr. Allinson's special A licence by the Northern Licensing Authority.

Mr. T. H. Campbell Wardlaw, for Mr. Allinson, said the appeal was made on the grounds that the Authority had no power to revoke the licence, and that his decision was harsh. In 1955, he said, Mr. Allinson purchased a special-A vehicle of 5 tons 4 cwt. unladen from the British Transport Commission, which he operated until June, 1956. He then approached K. and B. for an eight-wheeler, and arranged to sell his original vehicle in part exchange. Licensing matters were left to K. and B.

On July 9, 1956, a Guy Invincible was registered by Mr. Waters with an unladen weight of 5 tons 3 cwt. On July 11, Mr. Allinson applied for a variation and he took delivery two days later when the vehicle was an eight-wheeler. It appeared that between July 9 and 15 an additional axle was added, and on July 25 Mr. Allinson redeclared the weight as 7 tons 14 cwt.

Revocation Proceedings

In 1958, he read of revocation proceedings for increases in weight of special-A vehicles, so he took legal advice. As a result, on August 13, 1958, he applied for an A licence for a vehicle of 7 tons 15 cwt. unladen, in exchange for his special A licence.

Mr. Allinson made a full disclosure before the Road and Rail Negotiating Committee, and a B.T.C. objection was withdrawn. On September 20, the Northern Licensing Authority sent him form TV30, saying the application would be granted and asking for the registration book.

Later, however, he was notified that because of discrepancies in the weight, a public inquiry would be held. After three hearings, the special A licence was revoked, but an A licence for a vehicle of 5 tons 3 cwt. unladen was granted. This had not yet been taken up as it meant buying another lorry.

The appeal, added Mr. Wardlaw, was of great importance to the transport industry because the manoeuvre of increasing the unladen weight of special-A vehicles after registration had been

adopted by many hauliers throughout Great Britain, so the Tribunal's decision was anxiously awaited.

Sir Hubert Hall, president, said the first issue was whether Mr. Waters was telling the truth when the application form was made out and, secondly, if that were so, was any later increase in weight immaterial? If Mr. Wardlaw's view of the law was right, the weight of ordinary A or B vehicles could be altered after a grant had been made.

Mr. Wardlaw said this was the view held by the Licensing Authorities themselves. He quoted from a letter written by the clerk to the Northern Authority, which said that A and B vehicles were specified only by their index numbers, and there was nothing in law which compelled notification of changes in weight during the currency of a licence.

Eight Same as Four?

Mr. N. L. C. Macaskie, Q.C.: "Would you regard an eight-wheeler as the same as a four-wheeler?"

Mr. Wardlaw: "Yes, if it is the same vehicle."

Mr. Waters said in evidence that Mr. Allinson approached him in 1956 for an eight-wheeler and, when it was found that he was licensed for a four-wheeler of 5 tons 4 cwt., he was told that it was not possible to produce one at that weight to carry 15 tons. A Guy eight-wheeler chassis-cab weighing 6½ tons was delivered on June 6.

One of the two rear axles was removed, reducing it to approximately 5 tons, and a body was fitted making it operable as a six-wheeler. It was then weighed and the application form made out. The axle was replaced between July 11 and 13. Hundreds of axles had been removed and replaced in that way.

Mr. E. Robey, for K. and B., said Mr. Waters had appeared quite voluntarily to help the Tribunal in view of the fact that the Licensing Authority was proposing to take away Mr. Allinson's livelihood. The Authority would have been greatly helped if K. and B. Motors had been asked to give evidence at the final hearing, but they were not.

Mr. Wardlaw submitted that when the application form for the vehicle was made out it showed the correct weight at that time. The fact that it was intended to alter the weight immediately did not constitute a false statement.

He would, however, draw a distinction between unladen weight and type of vehicle. A change of type might imply a change of intention. As the law stood, changes in weight could be reviewed only at the re-grant of the licence.

MORE APPEALS HEARD

THREE appeals heard by the Transport Tribunal in London on Monday are reported on page 260.

Smith-Walker Haulage Merger Proposed

IT is reported in well-informed circles that negotiations are likely to be completed next month for the purchase by J. and A. Smith of Maddiston, Ltd., Falkirk, of the long-distance haulage business of H. L. Walker, Ltd., Thornaby-on-Tees.

Early this year Walker's decided to specialize solely in long-distance transport, and about six weeks ago they sold their nine tippers to D. Tarren (Transport), Ltd., Thornaby-on-Tees, who are tipper specialists. They are now arranging to assign their fleet of 23 heavy long-distance vehicles of 10-15-ton capacity to J. and A. Smith, whose widespread haulage activities were fully described in *The Commercial Motor* on December 19, 1958.

HAULIER APPEALED TOO LATE, TRIBUNAL DECIDE

A HAULIER who said he had been put out of business by having his A licence revoked was told in London, on Tuesday, that the Transport Tribunal had no power to hear his appeal because it had not been lodged within the specified period of one month.

Mr. William Stubbs, Norfolk Road, Penrith, wanted to appeal against the Northern Licensing Authority's decision to revoke a one-vehicle A licence.

On his behalf, Mr. T. H. Campbell Wardlaw asked the Tribunal to extend the time limit. It was a matter of great importance, he declared, because, unlike the majority of other revocations in the area, this one had not been suspended. Mr. Stubbs was now out of business and the money he had invested was fast disappearing.

The grounds of the appeal would be that the Licensing Authority had no power to revoke the licence and that the decision was harsh, he added.

After a retirement, the president, Sir Hubert Hull, said the Tribunal had no power to depart from the time limit. However, they had gathered that the point which the case raised was also raised in some other cases on which they had to give decisions. If these cases succeeded there would be something to be said for the Licensing Authority taking the view that he should withdraw the revocation. On the other hand, if the other cases failed there would be no substance in Mr. Stubbs' appeal.

MR. A. T. EVANS RETIRING

THE impending retirement of Mr. A. T. Evans, director and general manager of United Automobile Services, Ltd., was announced this week by the Tilling Group. He will be succeeded on August 1 by the company's secretary and assistant general manager, Mr. B. T. Pratt.

Men in the News

COL. E. G. DUTFIELD has been re-elected chairman of the Portsmouth Section of the Traders' Road Transport Association.

MR. R. W. HONEYWELL has become Leicester area representative for Crofts (Engineers), Ltd., manufacturers of power transmission equipment.

MR. ARCHIBALD LAW has been appointed transport manager of Hamilton Co-operative Society, Ltd., in succession to MR. JAMES WILSON.

MR. F. T. CHEEK has been elected chairman of the Isle of Wight Sub-area of the Road Haulage Association. Vice-chairman is MR. M. S. CROUCHER.

MR. J. T. MASTERTON, managing director of Brown Brothers, Ltd., since 1951, has now been appointed to the additional office of deputy chairman of the Brown Brothers' Group.

MR. J. DELICATE has been re-elected chairman of the Coventry Area of the Traders' Road Transport Association, with MR. K. P. BEARD as vice-chairman. MR. P. MOORE is secretary.

MR. REGINALD GEORGE GROUT, chairman and managing director of the General Steam Navigation Co., Ltd., will succeed Maj.-Gen. G. N. Russell as president of the Institute of Transport.

MR. JOHN H. WATTS, for many years managing director of the United Transport Co., Ltd., has now succeeded the late MR. GUY BOWN as chairman. MR. ARTHUR J. WATTS becomes vice-chairman, and the new managing director is MR. D. LLOYD JONES.

MR. E. SELLARS, area accountant at Derby for the Kennings Motor Group, has become assistant manager for Kennings, Ltd., at the Leadmill Road, Sheffield, depot. MR. E. R. FITHIAN, formerly trade sales representative, is now commercial-vehicle sales manager at Leadmill Road.

MR. LESLIE J. COX has become chief of the public relations department of Wolf Electric Tools, Ltd. He joined the company 13 years ago and has been successively manager of the export, home sales and publicity departments. MR. EDWARD PATTERSON has been appointed technical liaison officer for the company. He joined Wolf in 1956 as technical and market research adviser.

MR. R. G. SMITH has been appointed chief designer of the commercial vehicle division of the Austin Motor Co., Ltd. MR. F. M. LINCOLN has become chief designer for Morris Commercial Cars, Ltd. He was previously chief development engineer. MR. H. W. NOBLE is now chief experimental engineer for the British Motor Corporation's commercial vehicle division, and MR. L. AINSLEY is chief proving engineer.

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MR. P. H. LEYTON has been appointed director of engineering of Black and Decker, Ltd.

MR. J. E. GRIFFITHS has been elected chairman of the Road Transport Section of Liverpool Chamber of Commerce, succeeding MR. W. MCCREADY. MR. L. J. HOPKINS becomes vice-chairman.

MR. W. M. HEYNES, director and chief engineer of Jaguar Cars, Ltd., has been awarded the 1958 James Clayton prize of the Institution of Mechanical Engineers for his contribution to the design of the modern vehicle.

MR. F. GARROOD was last week elected chairman of the livestock hauliers' functional group of the Road Haulage Association, in succession to MR. L. DUGDALE. MR. E. E. WITCHARD, MR. E. W. WATTS and MR. S. PEERS were elected vice-chairmen.

BRIG. R. F. E. STONEY, deputy director-general of the Royal Society for the Prevention of Accidents, has become director-general, following the retirement of MAJ.-GEN. B. K. YOUNG. MR. R. F. E. HOWARD-HODGES, head of the Public Safety Division, succeeds Brig. Stoney.

MR. W. R. REES DAVIES, M.P., has been elected president of the National Conference of Road Transport Clearing Houses. Vice-presidents are MR. J. F. ARCHBOLD, MR. H. FIRTH and MR. JOHN MILLER. Area chairmen elected are: London and Home Counties, MR. A. G. LAVERS; North Eastern, MR. S. MARSH; North Western, MR. MAURICE KAYE; East Midland, MR. J. E. KIRBY; West Midland, MR. H. T. EYRE.

Marathon Case Has Ended At Last

IT has taken well over a year, but at last the case of Liverpool haulier Mr. G. V. Senior has finally been closed. At Liverpool, last week, Mr. W. B. Shelton, deputizing for the North Western Licensing Authority, Mr. F. Williamson, granted Mr. Senior a renewal of his A licence and B licence.

The case was last reported in *The Commercial Motor* on December 12, 1958, but there had been several previous accounts—Mr. Senior first made his application in December, 1957.

Mr. E. A. Whitehead, on his behalf, gave a summary of the case history last week and said that all the figures and official documents required were now in the Licensing Authority's possession. Mr. Senior wanted his 3½-ton A-licence articulated outfit to have a normal user of "meat and general goods, Liverpool and district, London and the Southern Counties."

In evidence, he said he was a member of an organization called United Carriers, Ltd., and was under contract to carry meat for them. In addition, his regular traffic included paper cartons and containers, machinery, oils, furniture and dried foods.

Many Losing Routes Despite Economies

DESPITE careful pruning of unremunerative mileage, the Devon General Omnibus and Touring Co., Ltd., still run 72 per cent. of their routes and 40 per cent. of their mileage on revenue which is below the average operating cost. This was pointed out by Mr. W. T. James, chairman, at the company's annual meeting, last week, when he called on the Government to "substitute deeds for words and relieve our industry of its penal taxation."

Many of the non-paying routes were serving sparsely populated areas, he explained, and the Government would do something about the situation if they were really sincere in their avowed intention to maintain the present pattern of public transport.

In the search for economies, the company had introduced a further 17 one-man buses during the year, and tribute had to be paid to the staff for their realism in appreciating that manpower economies were essential on lean routes if the maximum amount of mileage—and maximum employment—was to be maintained.

The Minister of Transport had announced that he was in favour of increasing bus speeds to 40 m.p.h., but this did not go far enough. Mr. James thought buses should be put on the same footing as cars so that an even flow of traffic could be maintained.

Devon General had bought 30 new vehicles during the year at a cost of £130,000, he added. Of these, 20 were single-deck buses and the remainder coaches.

Objecting for the British Transport Commission, Mr. A. W. Balne said it was common knowledge that the meat haulage situation in Liverpool was "deplorable." Everybody's traffic, including that of British Railways, had slumped considerably, so it was difficult to see why Mr. Senior expected a demand for long-distance meat haulage. Mr. Balne added that although the case had gone on for so long this was the first time all the relevant material had been available for examination.

Mr. Whitehead replied that an amended normal user of "meat and general goods, Liverpool and district, and containers to London and the Southern Counties" would be acceptable. However, if this were granted another licence would be needed for furniture and household effects, which had been the main traffic for the B-licence vehicle. This would mean amending the existing B licence.

Mr. Shelton granted the one-vehicle A-licence renewal with the amended normal user, together with a renewal of the B licence for "general goods, excluding meat, within 15 miles of base; furniture and household effects within 25 miles of base."

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I.o.T. Now Has 10,000 Members

NOW 40 years old, the Institute of Transport has 10,000 members, giving people in various forms of transport the opportunity to get together. This was stated by Viscount Simon at last week's annual dinner of the Institute.

Paying tribute to the retiring president, Maj.-Gen. G. N. Russell, he declared that whether or not members agreed with the circumstances which resulted in Maj.-Gen. Russell getting his position with British Road Services, there was no doubt that he had made a good job of it.

Maj.-Gen. Russell said it was important that the Institute should encourage men of vision—those who could take risks and face changes. The Institute could play its part in encouraging young men to become properly qualified in the basic principles of transport, but attendances at discussions had not been good.

Despite nationalization or denationalization, he added, everyone in transport should get together, speak frankly, and understand one another.

COVENTRY ROUND CHANGE

THE date of the Coventry round of the Lorry Driver of the Year competition has been changed to June 14.

B.R.S. "30" Solution in Sight

ALTHOUGH agreement between British Road Services and the union side on terms for the operation of heavy goods vehicles at 30 m.p.h. was reached nearly two years ago (*The Commercial Motor*, June 14, 1957), the implementation of the scheme has proved difficult in practice.

It is believed that the protracted talks are now leading to a solution that is acceptable to both sides, although a spokesman for B.R.S. refused to disclose details.

The basis of the original agreement was that the working day would be reduced from 11 to 10 hours, without loss of earnings. To meet the conditions arising from the higher speed limit, there was to be a bonus payment of 15 per cent. added to the basic rates. The men would receive 55 hours' pay for 50 hours' work and the bonus would be additional to the basic rate for 44 hours.

These arrangements were in respect of vehicles of over 5-ton capacity, but the effect on drivers of smaller vehicles has been one of the outstanding features of the recent discussions. Other matters still being thrashed out include the upgrading of drivers when promoted to heavier vehicles, and arrangements for night working.

One-man Loading in Double-deck Car Transporter

CAPABLE of being loaded with four cars within 20 minutes and unloaded within 15 minutes, a car transporter having ramp controls so disposed that the operative can use them without leaving the seat of the car he is shifting, has been developed by Burtonwood Engineering Co., Ltd., North East Industrial Road, Welwyn, Herts. The first production model, based on a Commer Avenger chassis, was demonstrated on Tuesday.

The sub-frame is a one-piece welded structure, and the tracks and walkways are covered with expanded metal. The upper deck, providing 5 ft. 2½ in. clearance above the lower deck, has two longitudinals of V-section with the tracks inset, and is supported by six tubular columns and the two masts of the rear elevating assembly. The walkways are cantilevered out from the tracks.

Both sets of tracks are of channel 1 ft. 1½ in. wide at 4-ft. 5-in. centres: this provides sufficient latitude to carry the smallest and largest cars in current quantity production. The height of the lower tracks is 3 ft. 8 in. (with the vehicle unladen) and of the upper, 9 ft. 6 in. When fully loaded the outfit has a centre of gravity about 5 ft. above the ground.

Actuation of the hydraulic system for the ramp from its folded position starts with the lowering of stabilizing jacks normally retracted in the masts. This releases the pins which take the weight of the ramp when not in use. The ramp is pivoted approximately 3 ft. from its forward end.

There are two main lifting rams within the mast structure and two rams of similar size between the masts and the ramp side members for tilting and folding the assembly.

With the jacks in position the ramp is let down from the height of the lower deck to about 2 ft. from the ground and then tilted so that the rear touches the ground, a movement which lets down the end chocks. The car is then placed on the assembly, which is next levelled and elevated to either the lower or upper deck.

Movements of the ramp are controlled by the driver from the car by depressing the switches attached to the side member of the ramp. These switches may be transferred quickly from one side to the other, according to whether left- or right-hand-drive cars are being handled.

When the ramp is elevated a little from the ground the tilting controls are inoperative—a safety feature. There is a duplicate set of controls on the near-side mast for manual operation.

The hydraulic feed is common to the jacks and lift rams, and the jacks consistently support 90 per cent. of whatever load is on the ramp, thus relieving the chassis of excessive stress.

The vehicle is 30 ft. long, 7 ft. 11 in. wide overall and each deck is 27 ft. long. It can carry cars up to 7 ft. 0½ in. wide and chains are provided for lashing them during transit. Cost of the equipment is £1,300.

Socialists Will Not Restrict Removers

THREE assurances that the furniture remover as such would not be affected by renationalization were given by Mr. Ernest Davies, Labour M.P. for Enfield East, on Tuesday, at a meeting of the Metropolitan Area of the National Association of Furniture Warehousemen and Removers.

In discussions within the Labour Party on the future of transport, said Mr. Davies, he had at no time heard it suggested that there should be any change from the principle established under the Transport Act, 1947, whereby furniture removals were classed as an excluded traffic. Only to the extent that furniture removers carried other traffic would there be any question of the curtailment of their activities.

A joint committee of the Labour Party and the T.U.C. were discussing the future of transport and the details had not yet been worked out. It was certain that some haulage businesses would be taken over or restricted, although it would be a mistake to assume that the pattern laid down in the 1947 Act would be followed.

There would have to be some control over the C-licence holder. With certain exceptions, he would have to prove that his goods could be carried most economically in his own vehicles.

In reply to a question, Mr. Davies expressed the opinion that it had been a mistake to exclude British Road Services from licensing under the 1947 Act.

Mr. Davies, who is chairman of the Labour Party Parliamentary Transport Committee, emphasized that he was giving his own views.

NEW DUMPER FROM LEYLAND

AN addition to the Leyland range is a short-wheelbase Super Comet dumper with a gross rating of 14 tons. The vehicle, known as the 14SC.5R and L (in right- and left-hand-drive forms), has a wheelbase of 9 ft. 10 in. and an overall length of 16 ft. 4½ in. The dumper is powered by an oil engine developing 110 b.h.p. The transmission includes a five-speed gearbox and a two-speed axle is offered as an alternative to a hub-reduction axle.

Designed for quarry and site work, for which application no purchase tax is payable, the dumper has a short, stiff frame, with tipping angle of up to 70 degrees. The steel body has a scow end and a cab-roof protecting canopy. For high-angle tipping the body can be lowered hydraulically.

EASING EASTER CONGESTION

TO help avoid traffic congestion at Easter, the A.A. and R.A.C. will report trouble spots to the police so that action can be taken immediately. Reports will be made as soon as jams occur, or when traffic begins to slow up.

The A.A. will use spotter aircraft besides mobile radio patrols, and will make special observations so that alternative routes can be suggested when jams begin to build up.

R.H.A. Official Warns C-licensees

THE right of C-licensees to choose the system of transport they prefer was championed last week by Mr. R. Morton Mitchell, chief executive officer of the Road Haulage Association, at the Western Area dinner at Bristol.

Taking his cue from Mr. F. D. Arney, general manager of Port of Bristol Authority, who declared that it was entirely wrong that transport should be made a political shuttlecock, Mr. Morton Mitchell said the Socialists would not be content to take over several thousand haulage vehicles. They intended to restrict C-licensees and in so doing they would alienate the whole of trade and industry. Every operator should do his best to prevent the election of a government that would restrict his business for purely doctrinaire reasons.

Mr. Morton Mitchell announced that the Association's new policy statement would be issued in about a month's time.

Mr. T. D. Corpe demanded immediate action to deal with traffic congestion in Bristol. It was not, he said, a question of removing parked vehicles. A new through route and at least one new bridge were urgently needed.

[Bristol Architects' Forum have evolved a scheme to solve the traffic problem. They propose a pedestrian deck 20 ft. above the Centre, fly-overs, new roads and other innovations at a cost of £4½m. They say the scheme can be carried out over 20 years and that with subsidies the cost to the city would be no greater than £1½m.]

OBITUARY

WE regret to record the deaths of MR. PAUL W. LITCHFIELD, MR. ROBERT J. F. HAMM, DR. ANGELO E. VIBERTI, MR. ALBERT JOHN WOODGATE HANCOCK and MR. A. J. WELLS.

Mr. Litchfield, who died in Arizona, aged 83, was the honorary chairman of the Goodyear organization, which he joined in 1900. He became president in 1926.

Mr. Hamm, who was 49, travelled all over the United Kingdom building up container and ferry traffic in the infancy of Northern Ireland Trailers, Ltd.

Dr. Viberti had been managing director and president of Officine Viberti S.p.A., Torino, Italy, since 1946, when he succeeded his father, Candido Viberti, who founded the concern in 1922. Dr. Viberti, a comparatively young man, had previously been manager of the concern.

Mr. Hancock, who was 77, was chief designer of the Austin Motor Co., Ltd., from 1919-41. He had been with the company since its earliest days.

Mr. Wells, who died last Sunday at the age of 86, was for many years, until nationalization, senior director of E. Wells and Son, Ltd., London, S.E.16. On denationalization he re-entered transport and was chairman of Wells and Son (London), Ltd., until his death. He was a Freeman of the City of London and a member of the Worshipful Company of Carmen.

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PROFIT AND LOSS

Perfecta Motor Equipments, Ltd.: £149,651 group net profit.
Martin Walter, Ltd.: £310,702 net profit before £156,037 tax.

Lancashire United Transport, Ltd.: £73,472 net profit after £84,571 tax. Year's dividends 12½ per cent., including 5 per cent. bonus.

The Car Mart, Ltd.: £126,606 net profit after tax, compared with £108,022 in 1956-57. Year's dividends 17½ per cent.

T.R.T.A. Reply to B.T.C. Complaints

REFERRING to complaints by the British Transport Commission about the carriage of goods in C-licensed vehicles, the annual report of the Traders' Road Transport Association says the Commission "should continue to concentrate upon providing as soon as possible rail freight services of such efficiency that they will attract the traffics for which they are best suited, and in sufficient volume, to the ultimate benefit of all concerned."

"In the meantime, it is suggested that the present situation does not justify the continual criticisms of those traders and industrialists who, in the full knowledge of their transport needs, dispatch their goods by road instead of by rail."

The Association's annual meeting will be held at the Royal Automobile Club, Pall Mall, London, S.W.1, on May 5.

ALL TRADERS' TRANSPORT OUTSIDE SOVIET IS FREE

REPLYING to a proposal by the National Union of Railwaymen that "there should be some geographical limitation and proof of need" applied to C-licensees, Mr. C. E. Jordan, West Midland divisional chairman of the Traders' Road Transport Association, said in Birmingham on Monday:

"No country this side of the Iron Curtain has imposed any geographical limit on traders' own transport. The main deficit in B.T.C. finances arises in respect of rail passenger train traffic. Does a Socialist Government propose a restriction in the use of private cars or motor coaches?"

"The Licensing Authority for the West Midlands has told me verbally that should C-licence holders have to prove need, it would be necessary to quadruple his staff. There are 127,000 goods vehicles in the West Midland Traffic Area."

EMPLOYEES SHARE PROFITS

A PROFIT sharing scheme for employees has been introduced by Martin Walter, Ltd., Folkestone, designers and builders of Uteleon and Dormobile dual-purpose bodywork. The amount payable to each employee is calculated on his wages, and payment will be made every year after the company's annual meeting.

The first pay out will be this year, when employees will share £25,070. This is equal to 6.5 per cent. of basic wages, or about 3½ weeks' pay. Existing incentive and bonus schemes will not be affected.

Across Atlantic to Join British Coach

A CONTRACT for 56-day tours of Western Europe carrying American and Canadian passengers has been secured by J. Green and Sons, Ltd., Brierley Hill. Each tour will cover 5,500 miles, and among the countries visited will be France, Spain, Italy, Yugoslavia, Austria, Switzerland, Germany, Belgium and Holland.

The first one will start on July 10, when 37 passengers will join the coach at Southampton after crossing the Atlantic. A special coach will be used, fitted with air conditioning, self-adjusting Pullman seats, radio, an observation roof and inter-communication.

Stan and Joe Green, who run the company, met a representative of American and Canadian agencies in Paris seven years ago and he instigated the first inquiry, which has led to the contract being placed. The brothers are also concerned in coal deliveries, besides running a garage and filling station at Brierley Hill.

£23m. TO MODERNIZE GREAT NORTH ROAD

NEARLY £23m. is to be spent in the next 12 months on a number of schemes designed to modernize the Great North Road. About 100 miles of its length will be tackled in 1959-60. In all, some 220 miles between London and Newcastle will be rebuilt to modern standards.

Several of the towns and villages on A1 are to be by-passed. A major scheme concerns Doncaster, which will be by-passed by a road to the west. This will be 15 miles long and will eventually be linked with the London-Yorkshire motorway. The work calls for the construction of 26 bridges, including a six-span bridge over the River Don.

Shorter by-passes will skirt Biggleswade, Stamford, Stevenage and Grantham. Farther north, work is proceeding on the Catterick by-pass.

WALLACE ARNOLD PURCHASE

THE coach concern of J. W. Kitchen and Sons, Pudsey, near Leeds, has been acquired by Wallace Arnold Tours, Ltd., bringing the total number of concerns controlled by the Barr and Wallace Arnold Trust to 18.

Kitchen's have a fleet of 12 coaches operating excursions and tours and express services. Mr. Edward Kitchen will continue to be associated with the organization.

T.R.T.A. ELECTIONS

THE following elections have been made by three areas of the Traders' Road Transport Association:—

Birmingham: Chairman, Mr. W. A. Standley; vice-chairmen, Mr. J. C. H. Aston, Mr. J. A. Edmonds and Mr. G. Morgan; honorary secretary, Mr. F. Assinder.

Potteries: Chairman, Mr. R. B. Williams; vice-chairmen, Mr. A. E. Booth, Mr. L. Buckley and Mr. R. J. H. Nurser; honorary secretary, Mr. H. Harvey.

Coventry: Chairman, Mr. J. Delicate; vice-chairmen, Mr. H. A. Beard, Mr. J. H. Holbrook and Mr. G. W. Mousley; honorary secretary, Mr. F. Moore.

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B.R.S. Take-over Bid After Election?

TO complete the denationalization of British Road Services it will first be necessary to convince the customer that hauliers can do the job better. Trade and industry need tangible proof in addition to a belief in the ideal of private enterprise.

This was pointed out last week by Mr. W. R. Rees-Davies, M.P., president, at the annual luncheon of the National Conference of Road Transport Clearing Houses.

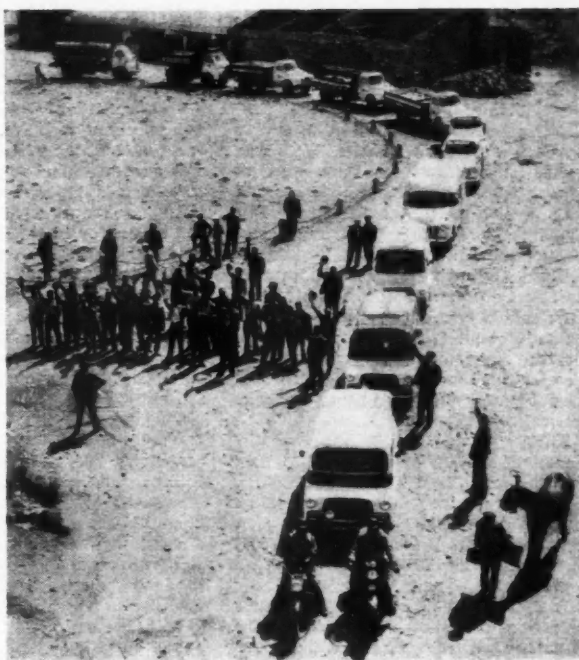
He said that in this modern age of large industrial and trade organizations it was necessary to have some transport units of comparable size. With the return of the present Government at the coming election, he believed confidence in the City would have been sufficiently strengthened to permit the possibility of financing companies large enough to take over units of the B.R.S., though not necessarily within the same geographical structure.

Greater co-operation was required between existing units of transport run by private enterprise—in most large American towns a common rate schedule was operated. A vast increase in inter-Continental trade was expected to develop in the near future, so larger office staffs would be required to deal with the inevitable documentation and foreign correspondence. Small hauliers would be unable, individually, to afford such increases in overhead costs and they must co-operate if they were to compete with B.R.S. for this new traffic.

Mr. H. G. B. Wilson, M.P., claimed that the Labour Government, at the time of nationalization, had set both the Ministry of Transport and the British Transport Commission an impossible task to assess customer requirements on a national scale. Only private enterprise was near enough to the customer to do this successfully.

It was the Government's policy to let the public have the transport they were prepared to pay for, and he would not be surprised if there were a favourable variation in the rate of motor taxation in the next budget.

In the 15th century, Vasco da Gama left Sagres, Portugal, the south-western tip of Europe, to sail to India. The circle of stones he used as a compass formed the starting point for the Bedford trans-Europe caravan, which left the spot last week. The convoy of 14 Bedford trucks and vans is now on a six-month sales tour of Europe, covering 8,000 miles through nine different countries.



Midland "Red" Get Motorway Services

THE West Midland Traffic Commissioners have granted, with some modifications, the application by the Birmingham and Midland Motor Omnibus Co., Ltd., for express services on the London-Birmingham Motorway, due to be opened next autumn.

In their original application, the company sought three journeys daily in each direction, except on Christmas Day, with a vehicle allowance of four on any one timing. This was amended during last month's public sitting so that the new service would operate within the overall daily vehicle allowance, except that the existing allowance of three vehicles on Saturdays in February and November would be increased to four.

For the applicants, Mr. E. S. Fay, Q.C., said the proposed service would cater for terminal passengers only, and running

time would be cut from 5 hr. 16 min. to 3 hr. 25 min. On the motorway, the cruising speed would be raised from 24 m.p.h. to 50 m.p.h. Fares would be in line with existing scales.

Mr. R. K. Cope, deputy traffic manager, said 51,000 passengers travelled from terminal to terminal in 1958; most could be expected to transfer to the new service.

The company had sought permission to introduce vehicles 45 ft. in length, with seating for 60 passengers, and provided with toilet accommodation. If this type of vehicle were not approved by the Minister of Transport, 37-seat coaches would be converted to 33-seaters with toilet facilities.

The objections of British Railways were largely based on the proposed 6.30 p.m. timing from both London and Birmingham, on the grounds of wasteful competition. However, between 5 p.m. and 8 p.m., trains leaving Paddington, Euston and Snow Hill, Birmingham, were not always able to provide seating accommodation for all travellers.

In a written decision, the Commissioners state that the original application, catering for 524,000 passengers a year, was unrealistic. They acknowledge the readiness with which the applicants agreed to operate the new service with the vehicle allowance for the two existing services, and say there is a *prima facie* case for the grant of the application, but in a limited form.

The vehicle allowance on the 6.30 p.m. timing will be two in each direction. The remainder of the application is granted with the further limitation that not more than four vehicles may be used on the timings of the new service.

Municipal Opportunities

Gateshead Corporation are to buy a tipper.
Leyton Corporation are to buy two tippers, three sweepers and a street orderly.

Salford Watch Committee wish to buy a Thames 12-seater from C. G. Skipper, Ltd.

Accrington Transport Committee seek tenders for the supply of four double-deckers.

Stockton-on-Tees Corporation are obtaining tenders for the supply of eight bus bodies.

Poplar Borough Council are to buy a Bedford-lane sweeper from Jessups (Stratford), Ltd.

Coventry Transport Committee seek to borrow £124,320 to buy 25 Daimler-M.C.W. double-deckers.

Bolton Lighting Committee recommend that Fairclough Bros., Ltd., supply two Austin 5-cwt. vans.

Manchester Health Committee seek to acquire a Thames livestock vehicle from Manchester Garages, Ltd.

Great Yarmouth Transport Committee are recommended to buy six Albion-Willowbrook single-deckers.

Bradford Cleansing Committee wish to obtain nine Karrier 10-12-cu.-yd. and two 18-cu.-yd. refuse collectors from the Thornton Engineering Co., Ltd., and two Dennis Paxit Major II refuse collectors from E. Foulds, Ltd. The health committee are to buy a Bedford 10-12-cwt. van.

East Riding County Council require three Thames 3-tonners.

Chesham Corporation are to buy 10 double-deckers.

Bingham Rural District Council are to obtain a refuse collector.

Isle of Ely County Council are to buy a Bedford B-type water tender.

Bucks County Council are to buy a number of lorries, vans and sweepers.

Havant and Waterlooville Urban District Council seek to obtain two refuse collectors.

Salop Education Committee are to obtain a 15-cwt. pick-up and three dual-purpose vans.

Leicester Transport Department are to purchase two 72-seat double-deckers with air suspension.

Durham County Council are advised to obtain two 30-cwt. vans from Northern Autoport, Ltd.

Thingoe Rural District Council are to buy two refuse collectors from Messrs. Barclay Motors.

Portsmouth City Council are recommended to buy two B.M.C.-Gibson refuse collectors from Wadham Bros., Ltd.

Weymouth and Melcombe Regis Corporation require a 6-ton tipper, a refuse collector and three 5-cwt. vans.

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Ribble and Council May Come to Terms

THE battle between Ribble Motor Services, Ltd., and Carlisle Corporation over services provided by Ribble on Carlisle's Harraby Estate, looks like ending in a draw with the two sides coming to terms. The issue began last August, when the Northern Traffic Commissioners put forward a proposal to vary the Harraby routes.

This followed representations by Carlisle Corporation, who suggested that there should be a circular route on roads specially built for heavy traffic. In October, the company agreed to test the idea for three months, although it would mean cutting the frequency of the service from 15 min. to 30 min.

They reported back to the Commissioners at the end of January, claiming that the experiment had been a failure. Fourteen per cent. of the original traffic into the estate and 12½ per cent. out of it had been lost, they pointed out, and there had been 178 complaints, and no compliments.

Last week the Commissioners were preparing for another episode in the dispute when Mr. F. D. Walker, for Ribble, announced that "certain discussions" had taken place which might lead to a solution. Mr. J. A. T. Hanlon, chairman, adjourned the hearing for an examination of the estate and a few hours later it was stated that the corporation, the company and the Commissioners had discussed proposals which might be acceptable to both parties.

When they have been studied details would be announced, and until then the experimental circular route would continue to be operated.

SECOND MIRROR URGED FOR DOUBLE-DECKERS

BUS operators in the Greenock area are being asked by the Transport and General Workers Union to fit an extra mirror on the lower deck of their double-deckers. This follows several prosecutions locally where conductors have been accused of failing to allow passengers suitable time to board and alight.

The Union claim that it is difficult for employees to see the rear platform properly when they are halfway down the bus. Conductors also cannot easily get to the platform at every stop in crowded conditions, they say, so in such circumstances a platform mirror would be an additional safeguard.

B.M.C. IN RHODESIA

A NEW British Motor Corporation factory at Umtali, Rhodesia, should be producing finished vehicles by the middle of next year, it was announced last week. Building operations will begin in May on a large site now being developed as an industrial area in the town.

With a floor area of 150,000 sq. ft., the factory will be similar to the Corporation's assembly plant at Blackheath, near Cape Town.

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Haulier Warned: Do Not Destroy Records

REFUSING a haulier's application for an addition to his two-vehicle B licence last week, Mr. S. W. Nelson, Western Licensing Authority, said all previous operations would have to be investigated. He warned the haulier, Mr. Desmond Trowbridge, Knowle, Bristol, not to destroy any of his records until they had been examined.

Mr. Trowbridge wanted to give up a contract A licence covering work for Rowe Bros. and Co., Ltd., and put the vehicle on B licence instead. He also asked for his B-licence conditions to be amended to "Goods for Rowe Bros. 250 miles, other goods 50 miles."

On his behalf, Mr. T. D. Corpe said the application was first heard last September, but an adjournment followed because uncertified figures had been produced. In January, six witnesses attended, but only one was able to give evidence before the hearing had to be adjourned again. The case was relisted for the following month, but Mr. Trowbridge was ill.

Witnesses had not been brought to the present hearing, despite Mr. Corpe's advice that they were vital, and Mr. Trowbridge had handed in his figures after the court had commenced.

Scrutinizing the figures, Mr. Nelson pointed out that those up to August, 1957, were uncertified, but an accountant had verified the period ending August, 1958. These figures showed that the two B-licence vehicles had earned £1,505, of which £1,399 was for work for Rowe Bros.

Refusing the application, Mr. Nelson said the figures were far from satisfactory because Mr. Trowbridge had no authority to carry for Rowe Bros. on B licence during that period. The position would have to be carefully examined, and the Authority's officers would require to see all records, so none must be destroyed.

COMPANY TAKEN OVER

THE entire share capital of William Turner (Kismet), Ltd., Sheffield, motor accessory and equipment manufacturers, has been acquired by the Cape Asbestos Group. Mr. William Turner, founder and governing director of the company will remain a director.

Other members of the board will be Mr. R. H. Dent, chairman; Mr. L. C. Dawson, managing director; Mr. T. C. Hale, Mr. R. St. G. Riley and Mr. L. W. West, sales director.

TRAM REPLACEMENT OPPOSED

THE proposed closure of the Grimsby-Immingham tramway is to be opposed by Grimsby Chamber of Commerce and Shipping on the ground that it would be detrimental to the working of the port of Immingham. The objection will be considered by the East Midlands Transport Users' Consultative Committee on April 24.

It is planned that buses should take the place of trams, running via Great Coates, Healing and Stallingborough, with facilities for carrying small parcels.

New Road Service to the Continent

APPEALING to manufacturers who trade with Continental countries, a direct road service to the Continent is now being operated by Davies, Turner and Co., Ltd., 4 Lower Belgrave Street, London, S.W.1, in conjunction with G. C. Munton.

They have a comprehensive fleet of prime movers and semi-trailers. Consignments are collected from the British exporters' premises, driven to either Tilbury or Dover ferry terminals, and then the semi-trailers are loaded for the Channel crossing. Another tractor is waiting at the Continental port.

Advantages are that freight does not have to be paid for the towing unit, and drivers do not have to make the crossing. Thus, the man responsible for delivery is dealing solely with his native traffic conditions, language and customs formalities.

There are now three sailings a week in each direction from Tilbury to Antwerp and Dover to Calais respectively. Davies, Turner and Co. are prepared to choose whichever route and sailing time is more convenient for their customers. The adoption of the Carnet T.I.R. procedure allows trailers to pass easily across all frontiers in Europe and, with some advance notice, through the Iron Curtain.

The semi-trailer fleet available comprises a selection of boxvans of 10-ton and 12-16-ton capacity, low-loaders from 10 to 30 tons, a 70-ton heavy unit, a 25-cu.-yd. bulk tipper, a 1,050-cu.-ft. refrigerated vehicle and a variety of platform trailers.

FACTORY SERVICE WAS OPERATED FREE

AFTER being approached by workers to start a service between Wigan and a factory at Patricroft, A. Bott and Sons, Wigan, applied for a licence—and meanwhile ran a free service. This was stated at Manchester when they asked the North Western Traffic Commissioners to approve the works service at a return fare of 3s. 6d.

Objections were lodged by Salford and Wigan corporations and Lancashire United Transport, Ltd., who said they had received no representations from the public about existing services being inadequate.

Mr. F. Williamson, chairman, said Bott's should not have organized a free service themselves. Representations should have been made to the objectors. However, a case had been made out and the application would be granted.

£30,000 BRIDGE SCHEME

WORK on a £30,000 scheme to make Cartland Bridge, Lanark, safer, is to begin either next month or in May. The bridge crosses a 126-ft. gorge on the Stirling-Carlisle road. Its improvement has been under consideration since September, 1956, when three men were swept over the parapet by a lorry, and two died from their injuries.

MORRIS WINS ON PRICE

You save three ways when you make it Morris. First—Morris offers you lower prices on most models. Second—on all models you get a feature-packed specification that sets an all-time high in value. Third—Morris thrift-running and rugged endurance slices operating costs. Comparison will show you . . .

- extra payload area
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"I'm glad we chose Yorks"

SAYS MR. ALLAN CUSICK, MANAGING DIRECTOR OF CUSICK TRANSPORT LIMITED WHOSE FLEET RADIATES FROM MANCHESTER. HE DEMANDS PEAK EFFICIENCY AND THIS IS WHAT HE SAYS ABOUT HIS RUGGED YORK TRAILERS—

"ONE OF THE WISEST MOVES WE EVER MADE WAS TO SWITCH A GOOD PORTION OF OUR

FLEET TO 'ARTICS' ABOUT EIGHTEEN MONTHS AGO. IN ASSESSING THE MERITS OF

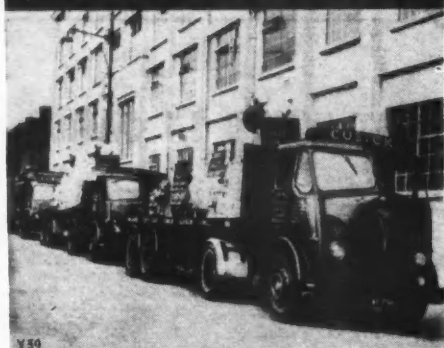
THIS CHANGEOVER, WE RECOGNISED THE IMPORTANCE OF PROPER EQUIPMENT SELECTION.

YORK TANDEM HAS BEEN IDEAL. WHATEVER WE PUT ON THEM THEY SEEM TO HAVE LOTS

IN RESERVE—BUT I THINK WHAT OUR PEOPLE LIKE MOST IS THE EXTREMELY EASY ROLLING

OF THESE TRAILERS, WHICH PROBABLY HAS SOMETHING TO DO WITH OUR VERY GOOD TYRE

MILEAGE TOO, IT CERTAINLY MAKES FOR DRIVER - SATISFACTION. I'M GLAD WE CHOSE YORKS."



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Hauliers Warned of Stricter Checks

A WARNING that stricter checks would be kept by enforcement officers to ensure that hauliers did not break the conditions of their licences was given last week by Mr. W. P. F. Ormond, Eastern Licensing Authority, at a special Bedford hearing.

Mr. George W. Peacock, Potton Road, Biggleswade, Beds, appeared to show why his licences should not be suspended or revoked.

Mr. Ormond said Mr. Peacock had had a series of convictions of varying kinds relating to road haulage over the past five years. He had had Mr. Peacock's premises inspected and had been giving assurances about maintenance and improvement.

"Ever since the time the Act was passed, Parliament has been concerned that the working hours laid down are not exceeded," said Mr. Ormond. "I look to employers of labour to see that what Parliament wanted is done."

He was also particularly concerned with the use of vehicles outside their licence conditions and took a serious view of it. But on this occasion he would accept Mr. Peacock's explanations, although enforcement of the law would be pursued with increased attention in future.

TAXES NOT SOLE EFFECT ON EXPORTS

"SPECIFIC taxes on motor vehicles and fuel are not the only factors affecting competitiveness in overseas markets." This was said by Mr. J. Vaughan-Morgan, Minister of State, Board of Trade, in the House of Commons last week after Mr. G. Nabarro (Cons., Kidderminster) had asked whether the President of the Board of Trade had compared German and British domestic vehicle taxation with competitive power in the export markets.

Mr. Vaughan-Morgan said that he had seen the annual report of Sir Henry Spurrier, chairman of Leyland Motors, Ltd. (*The Commercial Motor* last week), and that of Sir William Lyons, chairman of Jaguar Cars, Ltd. Great weight could be placed on their views but it was not for him to anticipate the Budget statement.

MORE VEHICLES, MORE OFFENCES

ANY increase in the number of infringements of the hours and records regulations was probably in proportion to the rise in the number of vehicles, Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, said in the House of Commons last week, replying to Mr. Ernest Davies.

It was accepted that more enforcement officers were necessary, and when the backlog of driving tests had been worked off it was hoped to allocate 50 more officers to enforcement work. This might be possible before the end of the year. A total of 100 examiners was at present engaged full-time upon the inspection of log sheets.

Export Trade Makes a Good Start

EXPORTS in January got away to a good start for 1959, the total of 10,622 vehicles being the highest monthly figure since last July. Production of 26,321 units was, however, lower than in December, when 29,636 vehicles were made. Details appear in the accompanying tables.

NEW COMMERCIAL VEHICLE EXPORTS

Type	January	
	No.	Value £
Goods vehicles, complete and chassis assembled and unassembled ..	9,607	6,188,614
Motorbuses and trolleybuses, complete and chassis ..	476	1,130,119
Road haulage tractors ..	73	235,985
Other descriptions, complete and chassis ..	71	229,912
Dumpers and dump trucks ..	—	324,321
Industrial trucks ..	—	178,528
Trailers ..	395	146,397
Totals	10,622	8,433,876

PRODUCTION

Type	Jan.	
	No.	Value £
Goods vehicles, tractors and special types ..	13,075	5,581
Under 15 cwt. ..	5,581	3,467
15 cwt.—3 tons ..	2,964	2,964
3—6 tons ..	—	—
Over 6 tons ..	—	—
Total	25,087	
Passenger vehicles ..	1,093	139
Motorbuses, single-deck ..	139	2
Trolleybuses ..	2	—
Total	1,234	
Grand Total	26,321	
Weekly Average	6,580	

FEBRUARY OUTPUT

A TOTAL of 23,087 goods and 1,019 passenger vehicles were produced in February, according to Board of Trade figures, respective weekly average outputs being 5,772 and 255. Exports of goods vehicles amounted to 8,681 and of passenger vehicles to 345.

NEW CLEANSING GARAGE

MR. G. H. COOPER, director of public cleansing, Ashton-under-Lyne, will read a paper entitled "A New Cleansing Garage," at an open meeting at the north-western centre of the Institute of Public Cleansing at Ashton-under-Lyne Town Hall on April 14.

The centre will hold an open meeting at Wigan Town Hall on April 22.

OVER £107m. FOR ROADS

THE Civil Estimates presented to Parliament last week showed that Government road expenditure next year will be over £107m., £15m. more than this year. More than £21m. is allocated for grants towards new construction and major improvements on classified roads.

Hauliers' Three Main Problems Outlined

INDICATIONS that British Railways were indulging in "vicious rate-cutting" while relentlessly prosecuting appreciable departures from normal user, were mentioned last week by Mr. R. N. Ingram, national chairman of the Road Haulage Association, when he spoke at the annual dinner of the Association's Yorkshire (Hull) Area.

Mr. Ingram said the industry faced three major problems, the first of which concerned licensing and the decisions of the Transport Tribunal on normal user. There was much apprehension because appreciable normal user departures were considered good grounds for the refusal of a licence. Two recent cases in which the Yorkshire Licensing Authority granted licences had delighted the Association but, in appealing against the decisions, the railways had shown that they were determined relentlessly to prosecute any departures.

Consequently, the R.H.A. had decided to give full moral and financial support to the members concerned. The freedom of the A licence holder had to be preserved, and decisions should not be so inflexible as to damage the structure of the industry.

The second problem, he said, was that since British Railways obtained freedom in the matter of rates, they seemed to be indulging in rate-cutting of the most vicious kind. Hauliers who lost traffic would feel great bitterness because their taxes were helping to meet the bountiful subsidies a benevolent Government were providing for rail modernization and to cover deficits.

It was folly from a national point of view to subsidize a powerful, unwieldy and antiquated competitor. If the Conservatives were re-elected, common sense would prevail, the subsidies would cease and the railways would be streamlined to stand on their own feet.

Thirdly, there was the question of nationalization. The first steps in the advertising campaign to defeat the Socialists had already been taken, but the most important part would be that of local advertising and public relations. Members should promote and stimulate discussion among their friends and acquaintances. If this could be made the main election issue the Socialists would be defeated.

INVESTIGATING EXHAUST NOISE

AIDED by grants from the Department of Scientific and Industrial Research, the Motor Industry Research Association are continuing to work on the problem of exhaust noise, especially from the points of view of the pedestrian and passenger. The British Internal Combustion Engine Research Association are also investigating the exhaust noises of oilers.

This information was given in the House of Commons last week by Mr. Harman Nicholls, Parliamentary Secretary to the Ministry of Works.

15 Months for Oakleys' Managing Director: Brother Also Gaoled

SENTENCE of 15 months' imprisonment was imposed at the Old Bailey, last week, on Peter Rhodes, managing director of Oakleys (London and Scottish) Transport, Ltd., Wapping High Street, London, E.1. His brother, Allan George Stone, a director, was gaoled for nine months. Both had admitted conspiring to defraud the Inland Revenue by false statements and documents between March 1, 1954, and June 12, 1958, and making false P.A.Y.E. returns for employees (*The Commercial Motor*, February 13). A pay clerk, Walter William Ling, pleaded guilty to similar charges, but was given a conditional discharge.

The prosecution offered no evidence against Miss Jessica Rhodes, sister of the two directors. She had denied the charges and Mr. Neville Faulks, prosecuting, said he was satisfied that on the whole she worked under the direction of Peter Rhodes. Her counsel, Mr. Tudor Price, said she would have pleaded that she had no criminal intent.

Mr. Faulks said Oakleys was incorporated in 1953 with an authorized capital of £2,000, and the following year this was increased to £10,000. Peter Rhodes held 9,200 of the £1 shares. Stone became traffic manager in June, 1956, and in April, 1957, he was made a director of the company. Ling was 54 when he became pay clerk in 1956, receiving £3 10s. above his wages as alleged expenses.

Wages and Hours Book

Referring to the wages and hours book which, he said, Peter Rhodes described as "The Bible," Mr. Faulks illustrated the case of a driver who worked 93½ hours in one week. The book showed that 70 hours were taken as the basic working week at 6s. per hour, making a total of £21. The remaining 23½ hours, adding up to £7 1s., were shown as "expenses."

In other examples, 65 hours were shown as the drivers' basic working week. This scheme, whilst defrauding the Inland Revenue, operated to the employee's benefit rather than the employer's, whose main advantage was in obtaining the drivers' goodwill. But in September, 1956, the scheme began to operate to Peter Rhodes' advantage.

He took something like the correct tax from the employees' wage packets but failed to pay it to the Inland Revenue. Instead, £4,443 underpaid tax went into his own pocket.

Previous Convictions

Det. Sgt. John Horne said Rhodes had two previous convictions, although he had been found guilty of three offences. In 1953 he changed his name by deed poll from Peter Henry Stone, but he was, in fact, Allan Stone's brother. Neither Stone nor Ling had previous convictions.

Mr. Victor Durand, for Peter Rhodes, said Oakleys grew from six vehicles and a small team of drivers into a fleet of 29 vehicles and about 60 men. Rhodes' energies had been devoted to building up the company and keeping a reliable team of men on the go.

Passing sentence, the Common Serjeant, B10

Sir Anthony Hawke, told Rhodes that he had shown generosity and courage in taking the full responsibility. Sir Anthony was prepared to regard Ling as being almost forced into taking part, but he had done so with his eyes wide open. However, at his age it would have been difficult to say that he was not going to be a party to it.

TROLLEYBUSES: DECISION AT HULL DEFERRED

SHOULD Hull Corporation run a mixed fleet of motorbuses and trolleybuses, or has the time come to abandon trolleybuses altogether? This question faces the transport committee now that they have received a report from Mr. G. H. Pulfrey, general manager, on the running costs of the two types of vehicle.

At last week's committee meeting, Cllr. D. Bancroft suggested that it would be a disastrous move if trolleybuses were withdrawn.

Ald. J. Henson, chairman, was asked if it really was the committee's policy to cease running trolleybuses. He replied: "This report has followed suggestions that the trolleybus services should be extended. As far as I can see, the committee has no alternative but to admit that, on the basis of this report, trolleybus operating costs compare unfavourably with motorbus costs."

It was decided to defer further consideration of the report until the Town Clerk, the treasurer and Mr. Pulfrey had examined existing costing methods. They will then report back to the committee.

SEVERN BRIDGE OPENING DATE: IT ALL DEPENDS . . .

THE opening date of the new Severn Bridge depends on how long it takes for the approach roads to be completed, Mr. Harold Watkinson, Minister of Transport, said last week. Paying a visit to the site of the bridge, he stressed that the Ministry were going ahead as quickly as they could with the legal formalities connected with the approach roads.

He added that the £15m. bridge and its roads held high priority in the roads programme.

A DAY LATER

BECAUSE of the Easter holidays, the next issue of *The Commercial Motor* will be published on Saturday, instead of on Friday.

NEW TRANSPORT COMPANIES

L. and J. Dickinson (Huddersfield), Ltd. Cap. £1,000. Dirs.: L. Dickinson and J. Dickinson, North Rise, Central Avenue, Farnworth, Huddersfield. Reg. office: Lane Mills, Leeds Road, Huddersfield. **Friskfold, Ltd.** Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Kings Cliffe Haulage, Ltd. Cap. £100. Subs.: A. F. Bould and F. Bould, Tudor House, Kings Cliffe, near Peterborough. Sec.: J. G. Medcalf. Reg. office: Tudor House, Bridge Street, Kings Cliffe.

Sharpe's Transport, Ltd. Cap. £500. Dirs.: R. Sharpe and E. M. Sharpe, 10 Westwood Road, Seven Kings, Ilford. Sec.: I. M. Sharpe. Reg. office: 17 Westbury Avenue, London, N.22.

Hampstead Cartage Co., Ltd. Cap. £100. Dirs.: H. F. Close, 4 Robert Avenue, St. Albans, and Mrs. D. V. E. Baylis, 22 Wallacey Crescent, Ickenham, Middx. Reg. office: 63-65 Heath Street, London, N.W.

Cavenbrooke Coaches, Ltd. Cap. £1,000. Dirs.: R. C. A. McDonald, 44 Cavendish Avenue, London, N.3, and L. J. Sheppard, 14 Dukes Avenue, London, N.3. Sec.: V. M. E. McDonald. Reg. office: 44 Cavendish Avenue, London, N.3.

Owridge, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

J. A. Wilkinson and Sons, Ltd. Cap. £1,000. Dirs.: J. A. Wilkinson and G. Wilkinson, Beverley, Hatfield Peverel, K. J. Wilkinson and Mrs. G. Wilkinson, 24 Church Road, Hatfield Peverel. Sec.: K. J. Wilkinson. Reg. office: The Garage, Hatfield Peverel.

In Transit Agencies, Ltd. Cap. £1,000. Dirs.: J. R. Ambrose, Westmere Cottage, Wicken, Soham, and V. Thomas, Island House, Fordham. Sec.: J. R. Ambrose. Reg. office: 19-20 Rutland Chambers, Newmarket.

Coombe Valley Transport, Ltd. Cap. £2,000. Dirs.: A. E. Husk and E. M. Husk, 42 Union Road, Dover. Sec.: A. E. Husk. Reg. office: 100 London Road, Dover, Kent.

H. C. Pike, Ltd. Cap. £1,000. Dirs.: H. C. Pike and Mrs. L. A. Pike, 5 Fuller Street, London, E.2. Sec.: H. C. Pike. Reg. office: 5 Fuller Street, London, E.2.

"Light Reading" for the Magistrates!

MAGISTRATES at Reading were advised last week that if they ever wanted a little "light reading" they might try wading through the Road and Rail Traffic Acts. After this experience they might feel a degree of sympathy with people who had to try to comply with them, suggested Mr. N. Brown.

He was defending G. O. and W. L. Watts, agricultural contractors, Calcot, Berks, who admitted 22 cases of failing to ensure that drivers kept proper records. They also pleaded guilty to 12 summonses for using an unlicensed vehicle and 15 for doing C-licence work with trade plates.

"It is not easy for employers to ensure that drivers comply fully with all these regulations," Mr. Brown contended. "It is simple to say 'get rid of the drivers,' but not so easy to replace them. Consequently, employers have just got to put up with a certain amount of slipshod work in this respect."

The concern were fined 5s. for each record offence, 5s. for each licence offence and 10s. for each charge of carrying under trade plates. They had to pay £3 3s. costs.

NEW COACH SERVICES

NEW express services and tours were successfully applied for by Mr. G. J. Miller, Swindon, when he appeared before the Western Traffic Commissioners last week. They will be run between Swindon and Watchford and Yatesbury and Blunsden.

Express Services as an Experiment

WHEN Crosville Motor Services, Ltd., applied for an express service between Sandbach and Rhyl, last week, it was stated that the company realized they would abstract traffic from Rhyl services run by the North Western Road Car Co., Ltd. However, Mr. G. H. P. Beames, on Crosville's behalf, pointed out to the North Western Traffic Commissioners that their first duty was to the public, regardless of the effect on North Western.

He explained that the proposed service, to be operated on Saturdays from July to August, would be routed via Winsford with duplication as required. Several requests had been made by the public and two local authorities had written supporting letters. The company would be satisfied if the licence were granted for a year as an experiment.

North Western, he added, operated to Rhyl from Crewe and Northwich, which meant that people from Sandbach had to travel to one of these starting points. With small children this was often inconvenient.

Mr. D. L. Fytche, North Western's traffic manager, asked if Crosville would be willing to have the licence for a year so that North Western could put in an application. Thus, a joint service could be operated, with a review at the end of the year.

Crosville agreed, and a licence was granted until June 30, 1960.

Wasteful Competition Must be Avoided

STAGE services between Bibury and Cirencester, Glos., sought last week by Snowdonia Coaches, Bibury, were refused by the Western Traffic Commissioners. Snowdonia wanted to cover Quenington and Coln St. Aldwyns on the routes.

They were opposed by two old-established operators, Mr. F. J. R. Harvey and Mr. R. S. Marchant. For the objectors, Mr. T. D. Corpe stressed the difficulties that beset bus operators in sparsely populated areas of the Cotswolds.

Mr. S. W. Nelson, chairman, said wasteful competition had to be avoided. Snowdonia wanted to give a better bus service on Saturday nights to certain housing estates, but there was not enough work for three operators. If the application were granted, some people might be saved a walk of a mile to the nearest bus stop, but if Mr. Harvey's business collapsed some other people would be faced with a five-mile walk.

On Mr. Nelson's suggestion, Mr. Harvey agreed to apply for licences to operate the additional services sought by Snowdonia.

Continuing, Mr. Nelson said Mr. Marchant was also serving a sparsely populated area, but he had bought new vehicles and had others on order. He had also sunk £10,000 into the building of a new depot. His objection was perfectly understandable.

Bus Operators Lose 20-year Contract

BECAUSE a bus operator has held a contract for 20 years there is no reason why the work should not go to someone else who puts in a lower tender, the Western Traffic Commissioners pointed out at Bristol last week.

Wilts and Dorset Motor Services, Ltd., had applied to run express services on contract to the Ministry of Supply between East Grinstead and Porton Camp, with intermediate picking-up points. They were opposed by Mr. E. H. G. Grant and Mr. A. W. Ted.

Mr. R. Crowther, for the objectors, asked if these two operators were suddenly to lose work they had done for 20 years merely because a lower tender had been submitted by Wilts and Dorset. He also objected on legal grounds, submitting that in any case the application could not be granted that day because the notice had not been sufficient.

Mr. H. W. Mills, Wilts and Dorset's traffic manager, claimed that the application could not have been published earlier because there was not sufficient time, although it was put in the day after the tender was accepted. The reason for his company's lower quotation was that they had the drivers and vehicles available in the area. They were fully aware of the position when tendering.

Granting the application, Mr. S. W. Nelson, chairman, said the Commissioners could not accept the position that because a contract had been held by one concern for 20 years it should be continuously renewed.

HOPE FOR RING ROAD

CHESTER expects that a start will be made on the town's inner ring road early next year. It will be an expensive project, as the plans include a 250-yard viaduct motorway spanning the main railway line and the Shropshire Union Canal.

Inquiry Cost £2,000 On Lorry Deal

AFTER being involved in a revocation inquiry last August, Siddle C. Cook, Ltd., Consett, Co. Durham, had to cancel an order for two eight-wheelers after they had traded in four small vehicles for a nominal sum. This resulted in a loss of £2,000, it was stated at Newcastle upon Tyne, last week.

The company were seeking three B-licence vehicles to carry goods within 125 miles for the Consett Iron Co., Ltd. On their behalf, Mr. T. H. Campbell Wardlaw recalled that the revocation inquiry was called when it was found that Cook's were hauling steel with seven vehicles originally granted for other work (*The Commercial Motor*, August 29, 1958). This happened through a misunderstanding about guarantees made when the licences were granted.

The outcome was that no revocation was ordered, provided the lorries went back to their original work, which involved the company in a substantial loss.

Mr. Siddle C. Cook said in evidence that since the revocation proceedings the company had been operating only two vehicles instead of seven.

Mr. J. L. R. Croft, for British Railways, submitted that the application should be refused because no witnesses or letter had been produced from the iron company. In reply, Mr. Wardlaw claimed that it was a humble application which did not call for strict application of the licensing rules.

Mr. J. A. T. Hanlon, Northern Licensing Authority, said he thought it right to deal as fairly as he could with the company so that they could keep their house in order in future. He would grant two vehicles with a 125-mile radius for the iron company, and one with a 30-mile radius.

Haulier Describes "Run of Bad Luck"

A NEWCASTLE haulier was warned by Mr. J. A. T. Hanlon, Northern Licensing Authority, last week, that if a licensed vehicle was off the road for a long time the operator must expect the possibility of having it struck off his licence.

The haulier, Mr. Edward McBeth, Edward Street, Newcastle, was applying for the renewal of a licence for three vehicles. He said one lorry had been run without oil and the engine had been "simply smashed." Then the local authority served a compulsory acquisition order against him, forcing him to hunt for new premises instead of repairing the vehicle. His wife had been in hospital, and his house had been broken into three times in a year.

These were the reasons why the vehicle had not been taxed and on the road since December, 1957. However, the lorry was now in a roadworthy condition and if the licence were granted in

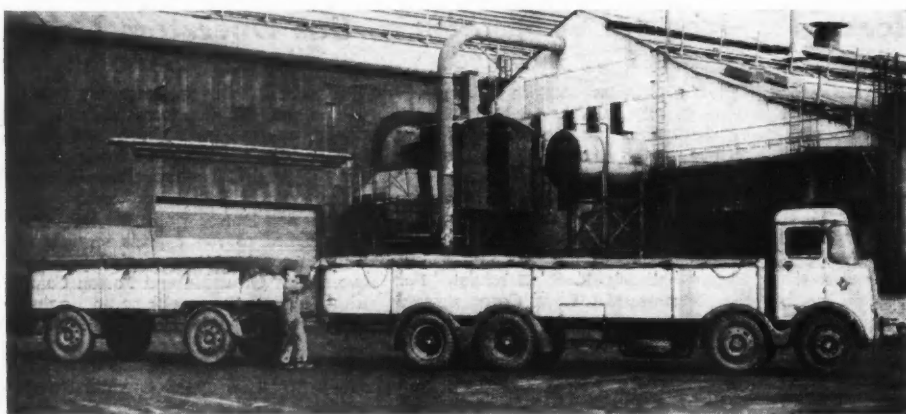
full he would put it on the road immediately. He hoped this would see the end of his run of bad luck.

For British Railways, Mr. J. L. R. Croft said they were objecting only to the licensing of the untaxed vehicle.

Questioned by Mr. Hanlon about the fact that one of his vehicles was seen by the police at Consett, County Durham, not exhibiting a carrier's licence, Mr. McBeth said his son had taken off the licence while repairing the door frame and had forgotten to replace it.

"There is a special reason why carriers' licences have to be exhibited," said Mr. Hanlon. "If they are not exhibited, it makes one think that the reason is because the haulier is doing something that he does not want either his competitors or the Licensing Authority to know about."

He did not think that was the reason in this case, and he granted the application in full.



(Left) This A.E.C. eight-wheeler with trailer is engaged on sand haulage and is operated by Alfred T. Hartshorne, Ltd., Darlaston. Rigid vehicles have, in the company's experience, proved more economical than articulated outfits for this work. (Below) A Bedford with Boys third axle loads foundry sand at a quarry in Congleton. The body is of 10-cu.-yd. capacity.

FOR the past eight months Alfred T. Hartshorne, Ltd., Darlaston, Staffs, have been operating Bedford 7-tonners converted into six-wheelers for sand deliveries in place of Bedford articulated outfits. The experiment has proved a sound one, for the "rigids" are more economical on fuel and tyres, and are more popular with drivers.

When the change-over was made last July the company were operating 12 vehicles on sand work, six of them "artics." The Bedford 7-tonners which replaced them had their chassis lengthened and were fitted with a Boys trailing axle. Increasing the chassis length by 3 ft. 6 in. enabled a 20-ft. 10-cu.-yd. fixed-sided body to be employed, giving a payload of 11 tons. This corresponds with the capacity of the old semi-trailers.

Improved Fuel Consumption

The six-wheelers cover the same route as the semi-trailers. On the outward journey they run empty to a quarry in Congleton, 50 miles away, and on the return trip they carry sand to local foundries, making a daily mileage of about 200. The "artics" were powered by Perkins R6 oil engines and equipped with standard driving axles, returning a fuel consumption of around 12 m.p.g., whereas the consumption of the rigid six-wheelers is about 15.4 m.p.g. These vehicles are fitted with the makers' oil engine and two-speed axle.

Because of the limited mileage it is not possible to make an accurate estimate of tyre life, but tread measurements indicate that the six-wheelers will run about 50,000 miles before replacement of the 9.00-20-in. covers is necessary. This will provide a substantial saving in tyre costs, which is shown by comparison with the life of the "artic" tyres. On average the 37 x 7-in. covers of the tractor and the 36 x 8-in. semi-trailer tyres were replaced when the vehicle had completed 35,000 to 40,000 miles.

B12



"Artics" Give Place to



These Austin and Scammell articulated outfits are used in the distribution of washing machines for Wilkins and Mitchell, Ltd. Twenty-five semi-trailers and 20 stand-by semi-trailers are engaged on this work.

In part, the improved tyre mileage is attributed to the smoother running of the six-wheelers when they are operating without a load. The greater riding comfort when empty is particularly appreciated by the drivers, who consider that the rigid lorries are more stable on the road than the "artics."

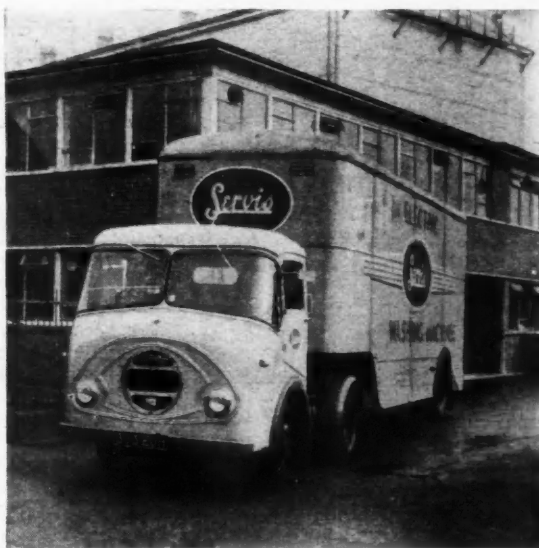
Of the six other lorries in the sand fleet, one is a Bedford 10-ton six-wheeler, four are A.E.C. eight-wheelers and the remaining vehicle is a B.M.C. 7-ton tipper. The heavier lorries are used in conjunction with three drawbar trailers.

Sand is loaded by excavator in the quarry and the standard type of wood floor is liable to frequent damage by the impact of the grab and to severe abrasion by the sand, which has a high silica content. Until recently this represented a serious cost factor but, following the application of glass-fibre $\frac{1}{4}$ -in. lining to the six-wheelers, there has been no measurable wear of the floors and their high impact resistance has obviated damage by the grab.

The lining is resin sprayed and its composition includes granite powder, which is rolled in before hardening. Cost of the lining is about 5s. a square foot, and it is supplied by Tom Byatt, Ltd., Stoke-on-Trent. A full description was given in *The Commercial Motor* on November 14, 1958.

Use of this flooring material has aroused great interest, both in this country and overseas. A recent inquiry to the operators came from New Zealand.

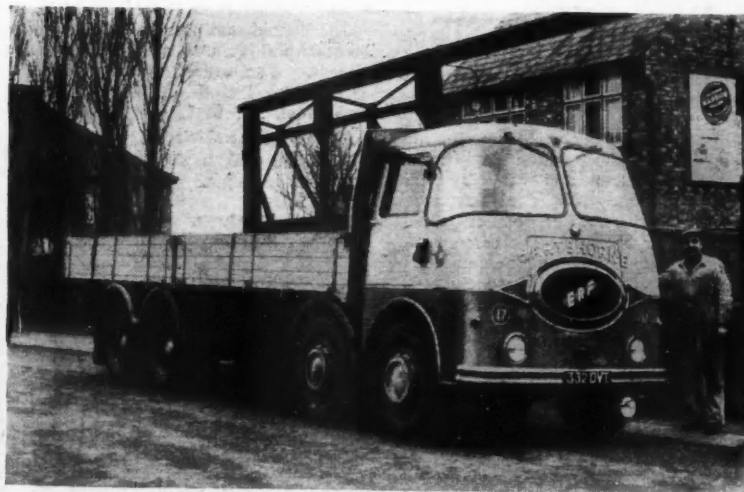
(Right, upper) An Austin articulated outfit, with an unusual frontal appearance and wide wrap-round windscreen, leaves the premises of Wilkins and Mitchell, Ltd., Darlaston. (Right, lower) Mr. A. T. Hartshorne, on the right, emphasizes a point in discussion with Mr. E. A. Riddle, general manager of the company.



Bedford 7-tonners Converted to Rigid Six-wheelers Yield Economies in Sand Haulage: Two Associated Companies Control Four Groups

By P. A. C. Brockington, A.M.I.Mech.E.

ace to Rigid Six-wheelers



This E.R.F. eight-wheeler with plastics cab belongs to the general haulage group of Alfred T. Hartshorne (Darlaston), Ltd. Its driver, T. Roberts, has been with the company for seven years.

Four haulage groups in the organization are controlled by two associated concerns, the second company being Alfred T. Hartshorne (Darlaston), Ltd. In addition to the sand vehicles the fleet includes 25 semi-trailers with van bodies and 20 stand-by trailers carrying Wilkins and Mitchell washing machines under contract.

There is a general haulage fleet comprising eight vehicles and a second group of six vehicles operating under contract to the Sankey company, giving a total of 51 vehicles and 23 additional trailers. B.M.C. oil-engined tractors with Eaton two-speed axles are employed for the finished-goods contract traffic. The articulated trailers are of the 8-ton van type on 10-ton units fitted with platform bodies.

General-haulage vehicles comprise E.R.F. four-, six- and eight-wheelers, powered by Gardner 6LW engines, which are mainly engaged on night trunking runs to London and Liverpool.

Mr. A. T. Hartshorne regards the



Mr. A. Shevyn, who is in charge of Harts-horne's general-haulage activities.

drivers as the mainstay of the organization and this represents the guiding principle on which operations are based. According to Mr. E. A. Riddle, general manager of the companies, the principle is exemplified by the rule that the driver must be satisfied about the mechanical condition of his vehicle—no one can overrule his instructions relating to maintenance.

If, for example, a driver does not consider that the brakes or steering gear of his lorry are operating efficiently, despite an assurance by the workshop foreman that they are in perfect order, the vehicle will not leave the depot until he has approved its performance after further adjustments.

Drivers are assured a full week's pay for 52 weeks in the year and no deductions are made for enforced absences necessitated by such things as domestic troubles. All the long-distance vehicles

are equipped with heaters and radios and three pairs of overalls are provided which are changed every week for cleaning. The "one vehicle, one driver" rule is strictly observed, and each vehicle is invariably washed and greased by the driver once a week.

In Mr. Hartshorne's view the success of the fleet has been built on good maintenance. Although a driver does not normally perform mechanical work his pride in his job and in the condition of his vehicle fosters a valuable keenness regarding fault finding. In the event of minor mechanical trouble on the road which the driver considers he can rectify he telephones his base for instructions by a mechanic. All vehicles are docked for a day every fortnight for a thorough inspection by the staff of five mechanics. They have four pits for routine servicing.

Operational Efficiency

Mr. Riddle is pleased with the facilities provided by members of the Transport Association, who now number 57. In the case of the general haulage vehicles, operational efficiency is aided by interchange of traffic with other members and by their assistance in backloading. The knowledge that members will readily give emergency aid in the event of a breakdown promotes driver confidence.

Most of the companies' vehicles have the registration number 333, obtained by transfer from various counties. Although this number does not apply exclusively to the Harts-horne fleet, it is a mark of distinction which the drivers appreciate and which



Mr. A. T. Jeavons is responsible for the sand-haulage fleet.

is increasingly recognized by traders and other road users.

Several vehicles are equipped with glass-fibre cabs. All the new vehicles have them—Homalloy are mainly specified. Plastics cabs are preferred to the standard type because they reduce the unladen weight of the vehicle and are more easily cleaned.

Long-distance vehicles mainly operate night trunking services and are taken over by a shunt driver at the end of the run for load distribution and collection. The shunt driver is allowed 30 minutes to check tyre pressures and inspect the vehicle to ensure that the controls, lights and so on are operating efficiently.

The replacement policy of the organization is based on a vehicle life of four years, apart from the eight-wheelers which run for longer periods. This normally obviates major overhauls and replacements.

Douglas Make Bus Chassis

THE first bus chassis to be constructed by Douglas Equipment, Ltd., Cheltenham, has been shipped to South Africa, where its 32-seat body is to be constructed. The chassis has a gross vehicle rating of 10 tons and is powered by a Meadows 4DC.330 oil engine developing 90 b.h.p. at 2,400 r.p.m.

The integral engine and five-speed constant-mesh gearbox unit is mounted at the front of the frame and a forward seating position is provided for the driver. The chassis has a wheelbase of 19 ft. 6 in. and is 7 ft. 9 in. wide overall.

The length is 25 ft. 9 in., and with an extension it can be increased to 30 ft. 9 in.

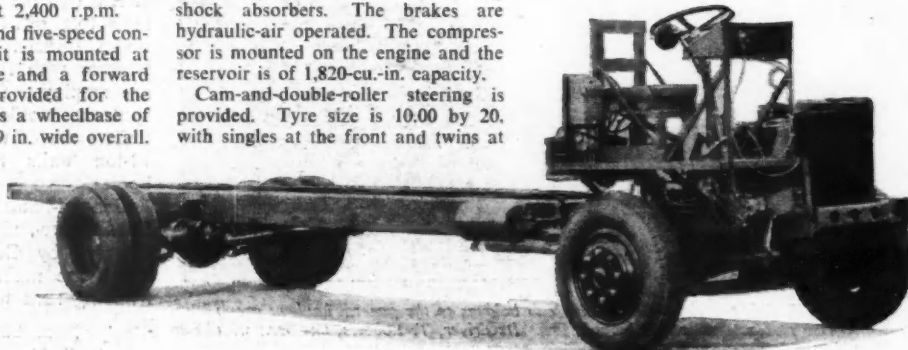
Bolted construction is used for the heavy-duty channel-section steel frame. Suspension at front and rear is by semi-elliptic springs, with double-acting shock absorbers. The brakes are hydraulic-air operated. The compressor is mounted on the engine and the reservoir is of 1,820-cu.-in. capacity.

Cam-and-double-roller steering is provided. Tyre size is 10.00 by 20, with singles at the front and twins at

the rear. The turning circle is about 68 ft.

The hypoid rear axle has a dust-proof breather and is a standard Douglas component. The overall ratios are: first, 35.7, second, 19.4, third, 13.8, fourth 9.05 and direct, 5.83 to 1.

With a gross vehicle weight of 7½ tons the chassis has a designed maximum speed of 45 m.p.h.



Destined for South African operation, the new Douglas bus chassis has a wheelbase of 19 ft. 6 in. and is designed for a 30 ft. body. The power unit is a 90 b.h.p. Meadows oiler.

New Equipment and Publications

Continental Routeing

REASONABLY priced at 12s. 6d., the B.M.C. "Touring Atlas and Guide to the Continent," although designed with the private motorist in mind, should appeal strongly to planners of Continental coach tours or those hauliers interested in international transport routeing. Besides 32 pages of road maps, printed on stiff paper and covering most of free Europe and a large part of Iron Curtain territory, there are 32 route guides.

Charted between major cities, these guides show the towns on the way, with intermediate distances, and any diversions through scenic country, the road numbers being marked appropriately. There is also a gazetteer of the places of attraction in different countries, as well as an index to towns shown on the maps. A series of conversion tables completes the book, which is about the same as this journal in page size and has a spiral binding.

The book is sold through leading booksellers, B.M.C. dealers and the Austin Motor Co., Ltd., Longbridge, Birmingham, or the Nuffield Organization, Cowley, Oxford.

Low-cost Frames

STEEL frames for buildings 60 ft. long and 8 ft. high to the eaves are being marketed by Messrs. Arnold Kahn, Maldon Road, Witham, Essex, at competitive prices, that for a structure 20 ft. wide being £155 and 25 ft. wide £205.

Known as Econoframe buildings, they may be quickly erected by novitiate labour. The stanchions have base and top plates, those at the bottom being drilled for rag bolts, whilst the uprights are drilled for the attachment of fittings. Bay length is 12 ft., and the frames are capable of extension.

The gable trusses have a pitch of $22\frac{1}{2}^\circ$, and there are six lines of purlins. An Econoframe erection may be inspected at the firm's works.

Mechanism Explained

ALTHOUGH dealing primarily with private-car design, the sixth edition of "The Mechanism of the Car," by Arthur W. Judge, volume three in the Motor Manual series published by Chapman and Hall, Ltd., London, W.C.2, price £1 ls., deals in the thorough way associated with previous editions with all aspects of automotive design techniques. This latest issue includes a section devoted to recent developments in vehicles, including some of the latest automatic gearboxes, disc-brake systems, servo mechanisms and tubeless tyres.

Power-steering systems, automatic clutches, exhaust brakes and recent suspension systems are also dealt with.

Land-Rover Compressor

AN air compressor with an output of 38 c.f.m. at 100 p.s.i. has been produced for use on Land-Rovers by B.E.N. Patents, Ltd., P.O. Box 10, High Wycombe, Bucks. It is driven by a belt on the rear power take-off and comprises a twin-cylindrical unit of 4 in. bore and stroke.

Priced at £95, it can be attached or taken off the vehicle in a few minutes, and when in use delivers sufficient air for work such as digging, backfill ramming and concrete vibrating, as well as lighter

This picture shows how the B.E.N. 38-c.f.m. compressor is mounted at the rear of a Land-Rover to be belt-driven from the power take-off. The equipment costs £95. Bore and stroke measurements of the two cylinders are "square" at 4 in.

applications including rust scaling and hedge cutting or spraying insecticides.

The cost includes driving belts, governor and tubular air receiver.

Quick Cleaner

THE Det-On steam cleaner is a portable unit introduced by the Wanson Co., Ltd., 7 Elstree Way, Boreham Wood, Herts. It requires connection to a water supply and an electric power point, and within three minutes of switching on can produce a jet of steam mixed with boiling water. Detergent solution may be injected into the steam circuit after it has passed the heating coil. Any water supply is suitable, and 110 gal. of water can be transformed into steam at a pressure of from 85-180 p.s.i., according to mains pressure.

The Det-On is heated by an automatic jet-type oil burner, and an electric motor drives the water pump, burner pump and fan. The unit measures 2 ft. wide, 3 ft. 4 in. long and 3 ft. 7 in. high. It is shortly to go into production.

The Det-On steam cleaner is a compact unit burning oil and mounted on wheels.



Moving Long Loads

MEANS for transporting long loads down narrow factory aisles with a Lansing Bagnall SOEP2 stillage truck have been devised by a user. The loads may be placed on a trailer, and the truck platform is placed underneath it from the side.

The platform is elevated but not so much that the wheels of the trailer are raised from the ground. The steering and driving head of the SOEP2 are then turned so that the wheels are in line with those of the trailer, and the other wheels follow by castor action.

Elevator Trucks

TWO additions to the range of Vertolifter hydraulic elevator trucks manufactured by Messrs. Powell and Co., Burry Port, Carmarthen, are now available. The latest models cater for payloads of 1,200 lb. and 1,600 lb. and can be provided to lift to heights of 5 ft. or 6 ft. 3 in.



DRIVEN hard for 27 hours over a route which included such hilly areas as the Cotswolds, central Wales, the Lake District, and the Derbyshire Peaks, a Bedford-Duple Super Vega oil-engined 41-seat coach covered 859 miles at the expense of 49.3 gal. of fuel, giving overall averages of 31.8 m.p.h. and 17.4 m.p.g. This is true high-speed economy transport, further emphasized by the relatively low basic cost of the complete vehicle. Its price, including Eaton two-speed axle, is £3,894, the chassis price being only £1,284.

The coach used for this endurance test was a standard model which had been withdrawn from a series of demonstrations to operators only the week previously. The driving was shared between four people: Myself and Tony Ellis of *The Commercial Motor*, and Colin Prebble and Guy Tidbury of Vauxhall Motors, Ltd. Each of us drove for a total of just under seven hours and the hourly log of the journey showed that only during three separate hourly periods did the average speed drop below 30 m.p.h. This is remarkable, considering the hilly nature of many stretches and the narrow twisting roads—little more than country lanes in many places—through which the 30-ft. by 8-ft. coach was taken.

Twenty-seven hours was the actual running time and does not include time lost when changing drivers and when stopping for meals, fuel and so forth. These stops accounted for a further seven hours.

Having a genuine maximum speed of more than 65 m.p.h., the Bedford coach with Vauxhall-built 300-cu.-in. oil engine and Eaton two-speed axle is well suited to the type of service simulated by the long-distance test. The eight forward ratios are so spaced as to give the high cruising speed necessary for normal point-to-point touring, combined with the gradient ability that is often called for when out-of-the-way tourist spots have to be visited.

This flexibility of performance is invaluable also on Continental tours, enabling the coach to keep up with other traffic on high-speed roads and in the mountainous areas found in central and southern Europe. The coaching business is still expanding, and operators are turning towards the lower-priced type of coach chassis, such as the Bedford, for long-distance tours both in this country

(Above, left) The Bedford-Duple Super Vega 41-seater on the A479 road leaving Llyswen after the lunch stop. (Above) Passing through Ross-on-Wye, where the narrow streets did not unduly reduce the overall average speed. A feature of the latest Duple body is the two-piece wrap-round windscreen which gives a wide arc of driving visibility. (Above, right) Heading for Aberystwyth, the Bedford is seen in the Plynlimon area, just past Pont-erwyd on one of the straighter sections of the road west of Llangurig.

By John F. Moon, A.M.I.R.T.E.

A £3,894 Coach Gives 17.4 m.p.g. Over 859 miles

Bedford-Duple 41-seat Oil-engined Coach on Extended Road Test: Four-speed Gearbox and Two-speed Axle Give High Speed and Fast Climbing

and abroad. Therefore this test assumes topical importance at this time of the year, indicating, as it does, just what can be done with a 41-seater costing less than £4,000.

The kerb weight of the coach was 5 tons 6½ cwt., and it was tested at a gross weight of 8 ton 4½ cwt., showing its load to be 2 tons 18½ cwt. This is equivalent to 41 passengers and driver, plus about 6 cwt. of baggage, sandbags having been loaded into the boot to make up the gross weight. The front-axle loading was 2 tons 17 cwt., the rear axle carrying less than twice this weight.

We joined the coach at Harpenden, at Colin Prebble's home, and the weather was cloudy and damp, the forecast



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crossing the River Wye as it enters Bakewell, the Bedford-Duple coach heads on the final stage of its journey. Average running speed up to this point was well over 30 m.p.h.



ness was beginning to fall as the coach passed through the Cader Idris area. This picture, taken between Machynlleth and Dolgelley, shows Tal-y-llyn lake.

suggesting that we might run into rain as we headed west. A start was made at 7.45 a.m. with Colin driving. Five minutes later we entered St. Albans, which, because of heavy traffic, took nine minutes to negotiate. The narrow winding A414 road was taken from St. Albans to Hemel Hempstead, at which point A41 was joined. This is little wider than A414 as far as Aylesbury, which was reached 58 minutes after leaving Harpenden.

Two minutes later the first hourly check showed that we had covered exactly 30 miles. From Aylesbury the A418 road was taken in the Oxford direction, and for the first time reasonably clear stretches of road were encountered, enabling the coach to be cruised at some 45 m.p.h. A Petrometa had been installed in the fuel circuit of the coach and while cruising at this speed a spot check over a mile showed the consumption rate to be 19.2 m.p.g.

Having joined A40 just outside Wheatley, the Oxford by-pass was reached at 9.20 a.m. and left at Eynsham 14 minutes later. Because of the higher cruising speed obtainable along this stretch of road the second hourly check at 9.45 a.m. showed that the average speed had increased to 33 m.p.h. It was possible to maintain a cruising speed of 45 m.p.h. or so while crossing the Cotswolds between Oxford and Cheltenham, but at Andoversford traffic speed was reduced to 25 m.p.h. by the presence of a slow-moving indivisible load, and this was the maximum attained for the rest of Prebble's drive until the first change-over of drivers just west of Cheltenham.

Three minutes were lost while I changed places with him, and it took me eight minutes to drive through the centre of Cheltenham, shortly after which heavy rain fell. A check at the third hour since starting, just after Cheltenham, showed the average speed to have remained constant at 33 m.p.h. and the distance between the outskirts of Cheltenham and Gloucester was covered in seven minutes. Gloucester itself took 11 minutes to negotiate, the coach being driven through the centre of the town.

Nearly 10 minutes were then spent in the indirect ratios between Gloucester and Ross-on-Wye because of another wide load which never managed to achieve more than 20 m.p.h. and was impossible to overtake on the narrow road. Its speed fell sharply on the steady climb after

Huntley. Nevertheless, Ross was reached 50 minutes after leaving Cheltenham, and the fourth hourly check yielded an average speed of 28½ m.p.h.

Monmouth, with its quaint old archway bridge, 128 miles from Harpenden, was reached at 11.58 a.m., and Abergavenny, 18 miles farther on, was reached 32 minutes later. Five hours after leaving Harpenden a check showed that the average speed had again risen to more than 30 m.p.h., and by now we had crossed the Welsh border and the road was starting to climb.

The A40 road was left at Llwyn-crwn, whence the A479 was taken. Between Crickhowell, on A40 and Pen-y-genffordd, just south of Talgarth, the road rises 800 ft. in a matter of seven miles. This distance took some 22 minutes to cover, with third-low gear necessary in places. Unfortunately, during this climb the radiator blind (which had been raised at the start to hasten engine warming-up) jammed, and the climb was made with the radiator completely blanked off, bringing the temperature-gauge needle into the red "danger" area. This did not seem to affect the engine performance unduly, although not a practice to be commended.

From Pen-y-genffordd, the road drops sharply through Talgarth as far as Llyswn, where a stop was made for lunch.

The contour falls some 750 ft. over a distance of little more than six miles, and during this descent the brakes showed signs of fade and pedal travel increased appreciably. Nevertheless, the gears were not used to obtain engine braking effect, and fade was brought about only by exaggerated driving conditions. The Llyswn stop was made at 1.15 p.m.—5½ hours and 172 miles from Harpenden—whilst the Petrometa which by now had started to behave erratically, indicated the overall consumption rate so far to be approximately 19 m.p.g.

After lunch, Tony Ellis took over the driving and Llyswn was left in light rain. Builth Wells, 14 miles from Llyswn,

was reached in 20 minutes, despite the winding nature of the road, and some quarter of an hour was lost in the town through the route out being mistaken. From Builth Wells northward the road climbs for three miles, most of this gradient being ascended in low top, and the 15 miles of narrow and winding road to Rhayader was covered in 25 minutes.

At Rhayader A44 was joined and the first hourly check after leaving Llyswn produced an average speed of 32 m.p.h., the Petrometa showing approximately 16 m.p.g., which is good considering the nature of the roads, which made speeds above 40 m.p.h. impossible.

Llangurig was reached 1 hour 10 minutes after leaving Llyswn. By this time the sun had begun to break through the clouds, but heavy traffic slowed down the speed and low top gear was used extensively during the steady climb to a height of 1,350 ft. at Eisteddfa Gurig. From this point the road falls progressively down to sea level at Aberystwyth, where the coach was taken on to the sea-front through narrow back streets, as would occur during a tour. The total running time to Aberystwyth from Harpenden—a distance of 236 miles—was 7 hours 20 minutes.

Aberystwyth was left by the A487 road, another narrow twisting, climbing stretch, passing through Talybont and running up to the River Dovey. The 21 miles to Machynlleth took 36 minutes and nine miles farther on, just north of Upper Corris on A487, the fourth driver change was made, Guy Tidbury taking the wheel. The road from this point to Dolgelley took the coach through the Cader Idris area. At Dolgelley, a turn was made on to A494, heading towards Lake Bala, this section of the road being reasonably easy but still narrow.

Good time was made between Bala and Corwen, the 14 miles taking only 26 minutes, and at Corwen we turned on

ROAD TEST No. 654/M113—BEDFORD-DUPLE 41-SEAT OIL-ENGINED COACH

MODEL: Bedford-Duple Super Vega 41-seat coach based on Bedford SB 1 oil-engined 18-ft.-wheel-base passenger chassis.

WEIGHTS:

	Tons	cwt.	qr.
Unladen (kerb weight) ..	5	6	1
Payload ..	2	12	1
Driver, observer, etc. ..		6	0
	8	4	2

DISTRIBUTION:

Front axle ..	2	17	0
Rear axle ..	5	7	2

ENGINE: Bedford 300-cu.-in. six-cylindered direct-injection oil engine; bore 98.42 mm. (3.875 in.); stroke 107.95 mm. (4.25 in.); piston-swept volume 4,927 litres (300.7 cu. in.); maximum net output 89 b.h.p. at 2,600 r.p.m.; R.A.C. rating 36 h.p.; maximum net torque 210 lb.-ft. at 1,400 r.p.m.

TRANSMISSION: Through 12-in.-diameter single-dry-plate clutch to four-speed synchromesh gearbox, thence by three-piece propeller shaft to the Eaton 16500 two-speed fully floating spiral-bevel rear axle.

GEAR RATIOS: 7.059, 3.332, 1.711 and 1 to 1 forward; reverse 7.059 to 1; rear-axle ratios 4.89 and 6.8 to 1.

BRAKES: Bedford leading-and-trailing-shoe units with Lockheed tandem master-cylinder and Clayton Dewandre GA17140/1 vacuum servo. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums 16 in.; width of facings, front, 3.18 in., rear, 4.25 in.; total frictional area 497.9 sq. in., that is 60.3 sq. in. per ton gross weight as tested.

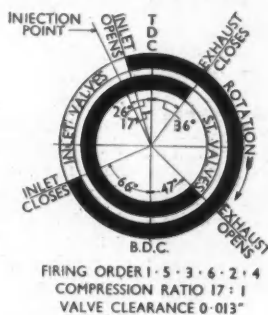
FRAME: Pressed-steel channel-section, with six pressed-steel cross-members riveted in position.

STEERING: Vauxhall semi-irreversible worm and sector.

SUSPENSION: Semi-elliptic springs, with telescopic dampers at both axles.

ELECTRICAL: 12-v. compensated-voltage control system with 185-amp.-hr. battery.

FUEL CONSUMPTION: (a) 859-mile course, 17.4 m.p.g. at 31.8 m.p.h. average speed; (b) short-distance, non-stop, 21 m.p.g. at 29.3 m.p.h. average speed; (c) short-distance, non-stop, unladen, 24.7 m.p.g. at 30.2 m.p.h. average speed, that is 143 gross ton-m.p.g. as tested (a) and 173 gross ton-m.p.g. as tested (b), giving time-load-mileage factors of 4,547 (a) and 5,069 (b).



TANK CAPACITY: 26 gal., range approximately 450 miles.

ACCELERATION: Through gears (low axle ratio), 0-20 m.p.h., 9.75 sec.; 0-30 m.p.h., 26.3 sec.; 0-40 m.p.h., 45 sec.; direct drive (low axle ratio), 10-20 m.p.h., 11.5 sec.; 10-30 m.p.h., 26.6 sec.; 10-40 m.p.h., 44.8 sec.

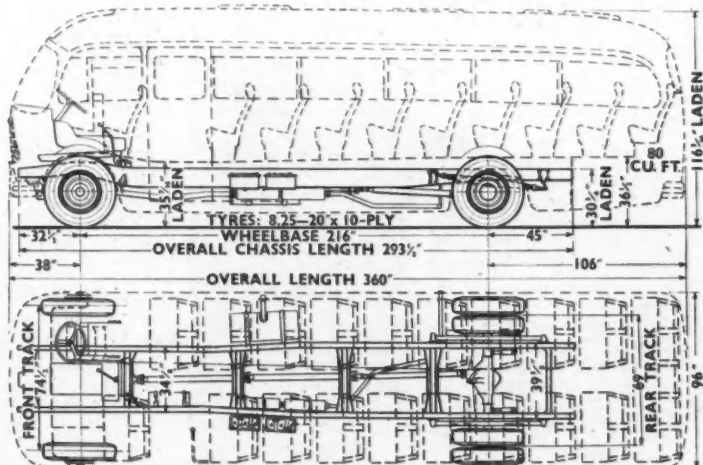
BRAKING: From 20 m.p.h., 21.75 ft. (19.9 ft. per sec. per sec.); from 30 m.p.h., 43 ft. (22.5 ft. per sec. per sec.).

WEIGHT RATIO: 0.545 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 11.5 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 62.5 ft. both locks; swept circles, 65.5 ft. both locks.

MAKERS: Vauxhall Motors, Ltd., Luton, and Duple Motor Bodies Ltd., London, N.W.9.





Delays in Doncaster

At Boroughbridge Guy Tidbury started driving again, and in his first hour covered 35 miles, despite a seven-minute stop at the level crossing at Hoppeton. Boroughbridge to Doncaster—48 miles—took 1 hour 20 minutes and, as usual, long delays occurred in Doncaster because of the bridge-widening work. Nevertheless, two hours after Tidbury took over, 60 miles had been covered, by which time we had reached the centre of Rotherham en route for Sheffield, early-morning traffic not having delayed us unduly.

A stop was made for breakfast in Sheffield at 9.55 a.m. We were then 705 miles and 21½ hours' driving time from Harpenden. It was rather difficult to get breakfast in Sheffield at this time, but eventually a "right Yorkshire" meal was found and we left Sheffield at 11.33 a.m. with Tony Ellis

This map of the route taken with the Bedford Duple Super Vega gives some idea of the hilly areas passed through during the 859-mile test. The numbers in circles along the route refer to the running time in hours from the start at Harpenden.

to A5, covering the nine miles to Llangollen, past Llantysilio Mountain, in 13 minutes. Shortly after this the fifth hourly check since lunch showed that an average speed of 29.6 m.p.h. had been maintained from Llysven onwards and after passing through Wrexham a stop was made for dinner in Chester.

Leaving Chester at 10.30 p.m. with Colin Prebble driving once more, we encountered a little difficulty (through inadequate signposting) in finding the A56 road out to Warrington. Instead of taking the direct road we diverted to join A49 just outside Cuddington, the 26 miles to Warrington taking 51 minutes.

At 11.39 p.m. the coach was pulled into an all-night garage for refuelling just outside Haydock racecourse and, as so often happens at this time of night, 17 minutes were spent in obtaining 21 gal. of fuel. Little traffic was encountered once on the road again and good time was made from Wigan, three minutes after which the coach entered the southern end of the Preston by-pass.

This gave us a chance to try the coach under high-speed conditions, and it was driven "flat out" over the 8½-mile stretch, the speedometer indicating a full 70 m.p.h. The motorway took 9½ minutes to cover, giving an average speed of just over 52 m.p.h. A close check on the Petrometa, which was jumping madly by this time, showed the fuel-consumption rate during this dash to have been approximately 19.5 m.p.g. High-speed running over a high-speed road does not necessarily result in high fuel consumption.

Pressing on northwards, Lancaster was reached 2½ hours after leaving Chester, some 81 miles south, and just outside Milnthorpe I relieved Colin Prebble at the wheel, the change-over time being 1.30 a.m. Extremely good time was made through Kendal and northwards over Shap, and when descending the northern side of Shap I took the precaution of using the gears to save wear and tear on the brakes. Kendal to Penrith—a distance of 27 miles—took 55 minutes, but the 19 miles to Carlisle were covered in only 25 minutes.

In Carlisle we decided to take the coach over the Scottish border. We drove as far as Gretna Green, turning round in a car park, and straight back to Carlisle, where the A69 road was taken in the direction of Newcastle upon Tyne.

driving, taking the undulating A621 road through Baslow to Bakewell, whence A6 was followed down to Matlock.

Just outside Matlock, 29 miles from Sheffield, Tony's hour of driving expired and I took over again, carrying on down A6 in reasonably clear traffic and through the centre of Derby as far as Hathern, where a stop was made for 10 further gal. of fuel and a light lunch.

Hathern was left with Colin Prebble driving in squally rain, and 18 minutes later the 24 hours' driving time elapsed. By then 773 miles had been covered, giving an average speed of 32.2 m.p.h. Traffic was moderate through Loughborough, Leicester and Market Harborough, and at Desborough, Tidbury took over for the last stage of the journey. Kettering to Bedford—26 miles—took nearly an hour because of heavy traffic, which tended to drop our overall average speed, and more time was lost farther down A6 when I decided to conduct a six-mile fuel-consumption spot check over my usual course between Barton and Clophill. This yielded a rate of 21 m.p.g. at an average speed of 29.3 m.p.h.

Journey's End

We finally arrived at the Vauxhall works at Luton at 5.45 p.m., having covered 859 miles in a running time of 27 hours, equal to an average speed for the whole of that time of 31.8 m.p.h. Fuel added at the works totalled 18.3 gal. We had used a total of 49.3 gal. for the complete journey, giving an overall average of 17.4 m.p.g., which is as much as any operator could ask for on such a route.

Next morning, short-distance performance tests were conducted, acceleration figures being entirely satisfactory, both through the gears and in direct drive. Braking results were more than adequate for a coach of its size, although the pedal pressure required for normal braking was heavier than both myself and Tony Ellis would have expected from a vehicle of this weight. Exceptional hand-brake efficiency was shown by the ability to make a 0.52g stop from 20 m.p.h. as recorded on the Tapley meter.

As if we had not done enough hill-climbing during the previous two days, a temperature-rise check was made up the ½-mile 1-in-10½ gradient of Bison Hill, which took 3 minutes

51 seconds, and showed a coolant temperature rise of only 10° F. to 157° F. The lowest ratio used during this climb was second low, which was engaged for a minute.

A fade check in neutral, down the hill, which lasted for 2 minutes 20 seconds, with the foot brake restricting the speed to 20 m.p.h., revealed a reduction in maximum braking efficiency from 77 per cent. to 45 per cent. and 3½ in. pedal-travel increase. Returning up the hill to the 1-in-6½ section the hand brake held the coach with ease and a smooth restart was made in first high.

During the afternoon an unladen fuel-consumption test was made over the Barton-Clophill circuit; this gave an average figure of 24.7 m.p.g. at an average speed of 30.2 m.p.h.

Maintenance tests showed the coach to be reasonably easy to service, the water-level check taking 24 seconds; engine oil, 1 minute 51 seconds (it is necessary to remove the engine cowl); gearbox oil, 63 seconds; and rear-axle oil, 41 seconds.

With the engine cowl off I was able to remove No. 6 injector in 2 minutes and replace it in 2 minutes 37 seconds. The battery levels took 2 minutes to check, access to the batteries being given by a floor trap under the near-side seats.

The spare wheel, which is stowed beneath the floor at the near side, was removed single-handed in 2 minutes 6 seconds and replaced (with a certain amount of difficulty) in 2 minutes 26 seconds. The front brakes were reset in 3 minutes and the rear brakes in 8½ minutes.

A switch-box to the right of the driver has a hinged panel to give easy access to the wiring and fuses, and I changed a fusewire in 1 minute 7 seconds. My last job was checking the air-cleaner oil level, but I foresaw that this was going to be as involved as on the Bedford-Duple Vista (*The Commercial Motor*, April 4, 1958), because of the rather complex method of securing the air-cleaner cover and bowl behind its removable panel. This panel took 1 minute 50 seconds to remove and 3 minutes 41 seconds to replace, whilst the air-cleaner level on the Vista took 10 minutes to ascertain.

Summing up the coach generally as assessed during the long run, it would appear to be a good speculation for all coach operators. It is reasonably comfortable and quiet, and combines good performance with fuel economy. The rear suspension is, it must be admitted, harsh, which might tend to make some passengers feel sick (as I did), whilst, as is often the case with Bedford chassis, the gearbox is by no means silent in the indirect ratios.

Extensive foam plastics insulation around the engine and front panelling successfully reduces engine noise, however, and even in the front seats it is not unduly obtrusive. The steering is pleasant to handle, with a useful castor action, but the relative positions of the pedals, the steering wheel and the gear lever result in a somewhat awkward backward stretch when engaging second and top gears, which can become tiring in hilly areas.

Demonstration Trailer Built in Plastics

GENERALLY similar in appearance to the mobile display vehicle built by Locomotors, Ltd., Birmingham, in June, 1958 (*The Commercial Motor*, June 20, 1958) for the British Petroleum Co., Ltd., a B.P. reception trailer was recently completed by the same company. It will be employed for demonstrations and exhibitions portraying the agricultural uses of the company's products during a tour of Scandinavia and other Continental countries later in the year.

The vehicle will be employed in conjunction with a low-load Cranes trailer carrying a Sno-Cat tractor. In transit the reception trailer will be loaded with display panels and so on for erection on the demonstration sites.

Modified Panelling

Construction of the body is based on a plastics material bonded to a wood frame, a method which was used for the original trailer, but a modified form of panelling provides a number of advantages, including a reduction in weight. Woven matt roving is employed in place of chopped matt for the main section and is backed by a thin section of the latter material, bonded with polyester resin. There is, therefore, a higher concentration of glass-fibre and a lower concentration of resin. Roving is supplied by Fothergill and Harvey, Ltd.

It is claimed that this combination increases the surface tension of the panelling and thereby reduces distortion during the curing process. It also provides a saving in labour time.

The body is mounted on a Pitt four-wheeled 5-ton trailer, and its measurements comprise a length, without tow bar, of 21 ft., a width of 7 ft. 6 in. and a height of 13 ft. 11 in. Ackerman steering is retained but the layout is unusual in that the wheel assemblies are mounted on large bell-housings similar to the type

employed for front-wheel drives. The solid axle is mounted on semi-elliptic springs.

Rear suspension represents a complete departure from the equipment fitted to the display trailer, Flexitor independent rubber-bushed torsion springs being fitted. It is notable that the self-damping action of the rubber obviates the necessity to employ shock-absorbers of the conventional type.

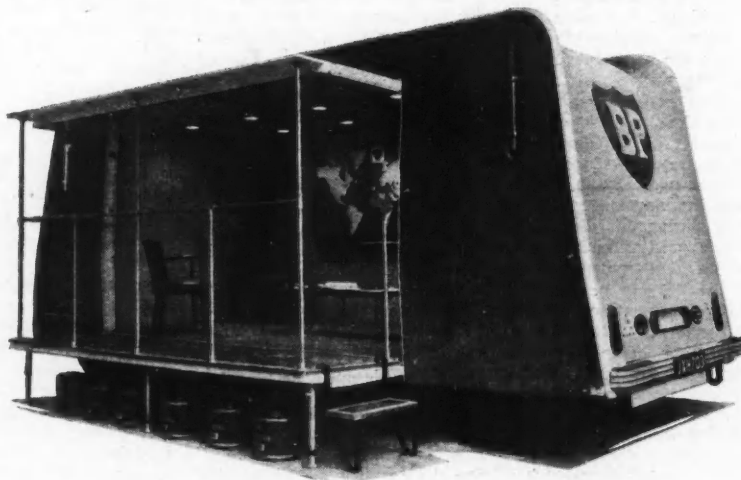
Brakes are operated by a Girling pneumo-hydraulic system which includes a trailer-mounted air reservoir and a relay emergency valve. Any reduction in air pressure on the trailer side of the valve opens a connection from the reservoir to the servo operating cylinder and the brakes are, therefore, immediately applied in the event of a break-

away. Couplings are of the Clayton Dewandre half-palm type.

The trailer chassis is of dropped-frame pattern and comprises four main longitudinal frame members of 4 in. by 2 in. channel section giving a frame width of 7 ft. 10 in. and an overall length of 19 ft. 10½ in. Other chassis details include 7.50 by 20 10-ply tubeless tyres and a ratchet-operated four-point jacking system.

The single door is located on the near side of the vehicle and comprises an upper and lower hinged section equipped with sockets for the installation of tubular ground-support legs and rails.

The door seal is of the inverted J-type, which was first used for the display vehicle and has provided positive immunity from the ingress of water and dust in the worst conditions.



Mounted on a Pitt 5-ton trailer, the Locomotors display unit built for the B.P. concern has a timber frame and plastics cladding.

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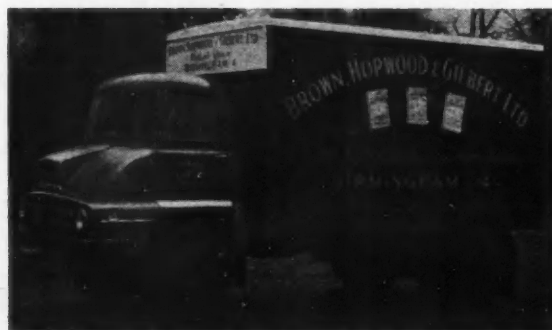
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Fordson 12/15 cwt. General purpose truck body with standard cab. Frame of seasoned hardwoods.



2-ton Ford Trader. Box van on chassis/cab. Hardwood frame, half hard aluminium panelling, translucent glass-fibre roof.

Political Commentary**By JANUS**

Keeping the Loot

BUDGETS in an election year sometimes contain welcome surprises, but it may still be too much to hope for a reduction in the fuel tax this time. Every organization that has anything to do with roads or road transport has made the annual pilgrimage to the Treasury, and the various offerings will be dished up all over again by members of all parties during the discussion on the Finance Bill in Parliament.

All the arguments were worked to death years ago. The official answers become more and more perfunctory; perhaps because they so obviously lack conviction. There is a case for a limited tax on fuel used in road vehicles. Once upon a time, a Chancellor of the Exchequer decided to raise money from users to meet the cost of the roads. Although abolished in 1955, the Road Fund is so well remembered and liked that many people believe it is still in existence. Hypothecation of revenues may be a term of abuse among politicians, but the public, if they could be made to understand what it means, would approve of it.

They regard it as only fair that the road user should receive back what he has paid. Beyond this point, it is illogical to tax him and to leave unscathed the other consumers of oil, who include manufacturers, farmers, domestic users and, of course, the railways. During the financial year just ending, nearly £300m. will have been raised from the motor fuel tax, about three times the amount of road expenditure by the central Government. A special tax of 10d. per gallon would therefore have been justified. If the Chancellor had needed the extra revenue from oil, the extra tax spread over all users would have been about 8d. per gallon, making a total of 1s. 6d. for vehicle owners.

There is an etiquette about approaching the Chancellor. It is correct to ask for a remission of dues, but not to suggest taxation on other people. Apart from this, road users would make themselves unpopular if they demanded that their burden be spread over equally or more important sections of the community. For reasons such as these, they tread the accustomed path, and must by now be almost reconciled to receiving the customary, if entirely unsatisfactory, answers.

Break New Ground

All the more credit is due to the British Road Federation for their effort to break new ground. Abandoning for the moment any idea of equating revenue with expenditure, they have suggested to the Chancellor what he ought to regard as a generous compromise. They have conceded that he might require from road users a surplus of some £250m. annually over and above what is allocated for the roads. He can get this substantial bonus, say the B.R.F., even if he reduces fuel tax from 2s. 6d. per gallon, abolishes the 30 per cent. purchase tax on goods-vehicle chassis, and cuts in half the 60 per cent. purchase tax on cars, thus putting them on the same level as motorcycles.

As usual, the calculations by the B.R.F. are impeccable. They take into account the expanded programme of road development, and budget for an increase in central Government expenditure from an estimated £92.3m. in the present financial year to an estimated £247m. in the year ending March 31, 1965. The annual increase in the number of motor vehicles licensed in Great Britain is reckoned as 6½ per cent., which is actually below the figure given by the Director of Road Research for the annual increase over the past decade. The number of vehicles in

circulation, say the B.R.F., was 4m. in 1949, is today about 8½m., and will probably rise to 12½m. by 1965. The tax yield at the lower rates proposed by the B.R.F. would therefore just keep pace with the road programme, as it is costed at present, and still give the Chancellor his extra £250m.

The Chancellor's comment might be that, by leaving taxation as it is, he would get almost exactly twice what the B.R.F. promise him. If he is to keep the loot, he sees no reason why he should not keep it all. Road users, when asking for some relief from their present burdens, take for granted that the Government are genuinely concerned with the correlation between taxation and road expenditure. The assumption is optimistic. Unfortunately for road users, the fuel tax in particular is almost made to measure for the Exchequer. Whatever his politics, the Chancellor agrees with his predecessors on this point. With some hesitation at first, but with fewer and fewer apologies as time goes on, one Chancellor after the other has decided to make a little more out of oil and petrol, and none has seen fit to make a reduction, except for the extra shilling imposed as a result of the Suez crisis. It is true that each year the Opposition in Parliament move amendments to reduce the tax, but they change their mind as soon as they are in power.

Important Element

Most Governments, when it comes to the point, have a tender feeling towards the railways. Road competition continues to eat into railway traffic. The price of fuel is an important element in road transport costs, and its importance is exaggerated if, as reports allege, some operators are a prey to the regrettable delusion that any rate is profitable that shows something to spare over and above the cost of fuel and wages. A further steep decline in road haulage charges might well follow a cut in the fuel tax, and as a consequence the railways might lose more customers. Hauliers themselves, who in any case regard the present level of rates as too low, may have one or two secret reservations about whether a tax reduction is altogether desirable.

In his resistance to the demands on behalf of road users, the Chancellor may be encouraged by the lack of any general public agitation. For a tax reduction he would be thanked most vociferously by the private motorist, and would be accused, however unfairly, of favouring the wealthier section of the community. People without cars would see no immediate advantage to themselves, as they would, for example, if there were a reduction in income tax.

Passenger-vehicle operators would not be able to reduce fares, unless the tax were cut substantially, by at least as much as the shilling proposed by the B.R.F. Fares may go up if the tax remains the same, but this is something the public find difficulty in grasping, in spite of considerable propaganda by the bus operators. If a fall in road haulage rates follows a tax cut, the impact upon the public will be negligible, for most people are unaware of the part that transport plays in determining the price of goods in the shops.

Whatever his private opinion on the justification for a special duty merely on the fuels used for road transport, the Chancellor is unlikely to repudiate his lucrative legacy from the past. There is more hope that he will see reason about purchase tax.



This Commer is one of two which shuttle between Slough and South Wales. Cut parts are taken on westward journeys and completed wear on the return.

*Garment Makers Link
Dispersed Production
Points by Road
Transport and Speed
Consignments With
Weekly Service*

INTENSIVE operation of a small ancillary fleet has contributed to a twelvefold increase in turnover by Berlei (U.K.), Ltd., in as many years. Speed of delivery, as achieved by a weekly round-Britain service, is important to the company in competing against other makers of foundation garments, and substantial savings have also resulted from being able to pick up factory materials on return journeys rather than employ public transport.

The company have their main factory at Slough, Bucks, with two satellite workshops in nearby West Drayton and Maidenhead. Materials are brought to Slough for cutting, the stitching being done in South Wales. A factory was opened in Ebbw Vale in 1947 and another in New Tredegar a few years later.

Works had to be set up so far from Slough because of the availability of suitable labour in South Wales, and the difficulty of obtaining it in Slough, where there are many factories which offer light work for women.

200-mile Route

Two Commer long-wheelbase 7-tonners shuttle between Slough and South Wales. The vehicles are based at the ends of the 200-mile route, each making a round trip weekly. The cycle begins on Tuesday mornings, and the vans are back at their bases on Thursdays at midday. Drivers change vehicles halfway at Northleach.

The company use light wooden boxes measuring 2 ft. by 1 ft. 6 in. by 1 ft. deep to carry cut materials on westward journeys and completed garments packed loose are transported back to Slough, where they are cartoned. About 1,000 boxes are in circulation. The size was chosen as being not too unwieldy for a girl to handle.

Fabric and elastic parts, and metal

Small Fleet Delivers Countrywide

By Alan Smith, F.R.S.A.

fasteners, are bundled in lots of 50, and a box is filled with five bundles ready for the factory operatives. A colour code is applied to the dispatch of the containers to the South Wales destinations, and to other workshops.

The vans have composite bodywork with rear and side entrances. Boxes for Ebbw Vale, the first call, are placed at the rear and those for New Tredegar at the front, and each lot is taken into and out of the body through the

appropriate aperture. The rear opening is 3 ft. wide and the doors, when opened, do not exceed the width of the van.

The older of the vans was bought in June, 1956, from Hewen's Garage, Ltd., Maidenhead, and has Reall bodywork which was built to a light-weight specification. When the second vehicle was purchased (from Davenport, Vernon and Co., Ltd., High Wycombe) in August of the following year, the Saunders body was constructed rather more robustly.

This model is about a ton heavier



Two Morris 1½-ton vans are based at Slough and for three days a week run between there and two nearby factories. On Wednesdays and Fridays, however, they deliver finished goods to customers in the London area. Elsewhere the company chiefly distribute through parcels carriers.

than the earlier van and has an over-drive gearbox, the use of which has offset any deterioration in fuel consumption which might have been expected because of the greater weight. Both vehicles average 20.5 m.p.g.

After calling at the South Wales factories the Slough-based van collects elastic in Swansea before returning. It is reckoned that 2d. a yd. is saved in packaging costs and the extra expense which public transport would involve by being able to pick up the material under C licence. The elastic is brought to Slough, and some is sent from there to Portsmouth, where there is a subsidiary concern making products under the Berlei label as well as their own brand name.

The van goes to Portsmouth on

Glasgow-Manchester stretch is the only section of the tour run empty, for fabrics are picked up in Manchester, and on the return to Slough a call is made at Derby to collect elastic, and another at Leicester for steel fasteners.

Goods collected in Manchester used to cost £7 a ton for delivery to Slough, and the transport of fasteners from Leicester previously presented a packaging and return-of-empties problem.

The round trip, the calls on which can be made quickly, is finished on Thursday after 870 miles have been clocked. The service has been run for just over a year, the Avenger being introduced to it last July.

Deliveries to Scotland used to take

and even the Avenger carries only about 5 tons.

Davenport, Vernon and Co., who supplied the Avenger, service all the vehicles at fortnightly intervals. At Slough there are no fleet installations other than washing facilities, availed of once a week, and a 2,000-gal. tank for oil fuel. This and a similar petrol tank for Berlei's cars are filled by Shell-Mex and B.P., Ltd.

Vans are consistently busy throughout the year, except for a slack period when shops have their winter sales. Opportunity was taken just after last Christmas to decarbonize the oldest Commer, which by then had covered 80,000 miles, and this was the first attention of any consequence it had received.

The job was done more as a precaution than as a necessity. Similarly, the India tyres were retreaded, although an estimated 10,000 miles of wear remained. The Avenger returns a fractionally better fuel-consumption figure than the other two vans. All have cab

Based on an Avenger chassis, this van makes an 870-mile trip around Britain every week, delivering goods to depots and bringing back materials to Slough. The industrial truck is a Lister.



Fridays and brings back finished products. The subsidiary have a big market in Scotland for the wear sold under their own brand name, and their goods augment the load of Berlei garments on a van which the Slough factory sends north each week.

This is a Commer Avenger passenger chassis with Saunders bodywork. The vehicle is 30 ft. long and 8 ft. wide and has a rear well and overdrive transmission. Loaded on a Saturday ready to leave early on Monday, its first stop is Leicester, where it delivers local consignments at the depot of the Atlas Express Co., Ltd., who undertake the final distribution to customers.

The next call is at the Mansfield warehouse of a group of stores in that area, and from there the van continues to Ripponden, to deliver goods for dispatch by Ripponden Motors, Ltd., and on to the Atlas depot at Bishop Auckland.

On Tuesday, the van heads for Glasgow, where Atlas have another depot, and thence south for Manchester, which is reached on Wednesday after an overnight stop at Kendal. The

10 days, whereas they are now done in two. Apart from the delivery in Mansfield, Berlei do not deliver direct to customers. The services of carriers are preferred, and a rational balance between ancillary and public transport is achieved.

Deliveries to customers in the London area may, however, conveniently be done by two Morris 1½-ton oil-engined vans which are employed on runs between Slough and the two nearby factories for most of the week, but undertake deliveries on Wednesdays and Fridays. One has an extended wheelbase. Loads are bulky,

VALUABLE GUIDE

OPERATORS concerned with export and import traffic through London will find "London Wharves and Docks" an invaluable helpmeet. It contains a list of wharves and docks and maps showing their locations.

The book is published by Temple Press Limited, Bowling Green Lane, London, E.C.1, at 6s., plus 7d. by post, in card covers, and 7s. 6d., plus 8d. by post, in board covers.

heaters and radio, also long-range fuel tanks which avoid need to buy fuel away from base.

Having improved the manner in which their goods are shifted from Slough, Mr. K. J. Burley, managing director, told me that the company now intend to introduce better internal means for handling and sorting goods ready for dispatch, so that the two phases of movement may be better synchronized. The aim will be to pack production overnight.

A new warehouse, 90 yd. long and 50 ft. wide, will be built adjacent to the factory. Two-tiered stillages about 5 ft. long will be used to bring cartoned goods out of the factory, a Lister elevating truck with towing attachment being employed to draw them on trailers into the southern end of the building. Here the stillages will be elevated to an upper floor where the goods will be held, in the stillages, as bulk stock.

At ground level will be rows of fixed racks arranged according to sizes of garments, and these will be replenished from the bulk stock. The racks will be 8 ft. high and disposed across the floor, and a conveyor will run along the west wall so that the sorters may place cartons for transit to the bay at the northern end of the building. Here the cartons will be made up into consignments to be put into the vehicles at the loading bank.

Increased Fares for Ribble: Crosville Cuts to Draw Traffic

FARE increases designed to yield £175,000, which were sought by Ribble Motor Services, Ltd., at a joint sitting of the Northern and North Western Traffic Commissioners, have been granted, it was announced last week (*The Commercial Motor*, March 20). The Yorkshire Commissioners will hear the application early next month, but as there are no objectors in their Area and in view of the other Commissioners' decision, they have granted a dispensation for Ribble to introduce the increases on their West Riding services.

Single fares up to 10d. will not be increased except for certain 7d., 8d. and 9d. fares for which return tickets are not issued. These will be increased by 1d., and so will fares over 10d.

Return tickets now issued at less than double the single fare will be increased. Those up to 1s. 11d. will go up by 1d., 2s. to 2s. 11d. by 2d., and 3s. and over by 3d. Some new return fares will be introduced where necessary. The cost of contract tickets is also to be increased.

£110,000 Extra Wages

At the inquiry it was pointed out that Ribble had to meet £110,000 extra wages and additional National Insurance contributions of £28,000, besides making proper provision for the replacement of rolling stock.

An application to encourage the public to "leave their bikes at home" was made by Crosville Motor Services, Ltd., to the North Western Commissioners at Chester last week. Mr. G. H. P. Beames, for the company, said about 90 per cent. of the fares concerned in the application would be reduced by at least ½d., whilst the remainder would be raised. Since 1951, traffic had been decreasing and the company now wished to create new business and keep it.

The application affected 245 licences. There had been no objections from 101 local authorities or from 68 other operators who had been notified. A number of additional return fares would be introduced, and new stage points arranged to serve housing estates.

Mr. F. Williamson, chairman, granting the application, said it represented a bold experiment which he hoped would have the desired effect in obtaining more traffic.

Bristol to Apply

The Bristol Omnibus Co., Ltd., have decided to apply to the Western Commissioners for increases (*The Commercial Motor*, last week). Mr. Ian Patey, general manager, told a meeting of Bristol Joint Omnibus Committee that if the application were granted only 17.4 per cent. of fares would be affected—those over 4s.

Glasgow ratepayers' and tenants' associations put up strong opposition when Glasgow Corporation applied to the Scottish Commissioners for motorbus fare increases last week. Mr. A. M. G. Russell, for the corporation, claimed that there could be no other solution to

the estimated loss of £689,000 on the present financial year.

The corporation proposed to abolish 4d. and 6d. tickets and to increase the maximum fare from 8d. to 10d. A new mileage scale would mean an increase of 1d. and, in some cases, 2d. on present fares. They also wanted to abolish the 24-journey weekly ticket costing 10s. in favour of a 12-journey weekly ticket at 8s.

Mr. Russell said the increases should yield £830,000 to offset the deficit. Last year's wage awards were costing an extra £358,000. Another reason for the loss was the high capital charges faced by the department—reinstatement of roads

cost £891,000. In addition, there was high capital expenditure through conversion from trams to buses, expenditure which would continually increase until 1963. If the application were granted, the corporation might have a surplus of £81,000.

Mr. E. R. L. Fitzpayne, general manager, said the cost of conversion from trams to buses would cost about £8,298,000. Every effort had been made to effect economies and the department had made considerable savings. For instance, the maintenance staff had been substantially reduced. The corporation proposed to continue the 1d. concessionary fare for aged people, although he himself had recommended an increase to 2d.

Objections were lodged by 20 organizations, mainly from outlying housing areas. All claimed that hardship would result. They suggested that revenue should be found from other sources.

Mr. W. Quin, chairman, said he was satisfied that there was a case, but the protests had been noted and decision would be reserved.

South Shields Transport Committee are recommending that scholars' fares should be increased. They do not propose to abolish the existing 2d. minimum ordinary fare for adults.

Peep at Future Bus for I.R.T.E.

DISC brakes, power-assisted steering, automatic seat indicators and television are among the features of the future bus foreseen by Mr. Ronald Cox, general manager of Rochdale Corporation Transport.

Addressing members of the East Midlands Centre of the Institute of Road Transport Engineers at their centre meeting, last week, he said the price that had to be paid for improved performance included two major items—the increase in cost and poor accessibility of engine and components.

He added that power steering was reducing the work of drivers and had brought about a great improvement in the steering of large buses. A recent welcome feature was the introduction of smaller and lighter batteries with the same capacity as earlier types. Less fortunate was the amount of repair work necessary on the "new look" radiator grilles when accidentally damaged.

Speaking at the centre's annual dinner last week, Mr. J. C. Dabbs, Ministry of Transport regional maintenance and certifying officer, said the Institute attracted practical maintenance men.

The president, Mr. G. Mackenzie Junner, pointed out that the Institute was steadily spreading its activities into allied fields, such as the prevention of accidents and it was now associated with the Royal Society of Arts. It particularly welcomed people who joined more for the benefit of the Institute and what it represented than for personal advantage.

Chief Insp. W. Spray, head of Nottingham City Police Traffic Department, said he was greatly impressed by the general state of maintenance of most commercial vehicles. The Minister of Transport, in raising the limit on heavy vehicles to 30 m.p.h., had paid a high compliment to their condition and safety. This was also extended to the passenger field with the tentative proposal of a 40 m.p.h. limit.

Employers Accused by Trolleybus Driver

WHEN a trolleybus driver employed by the Teesside Railless Traction Board was accused at South Bank-on-Tees of careless driving he alleged that drivers employed by the Board were warned that they would be dismissed if they told the police about defective brakes on their buses.

He said there had been several instances where the air brakes on trolleybuses had failed. When his bus collided with a car at a zebra crossing he stated

that his brakes were defective. But his employers had advised him to make another statement to the police, saying that the car in front had pulled up too quickly.

The magistrates dismissed the charge and expressed the hope that there would be further investigation into the matter.

Mr. J. L. Flynn, manager of the Board, said later that when the man complained about his brakes a satisfactory test was made with a Union official present.

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Shell Rotella Multigrade Oils

LEADERSHIP IN LUBRICATION

Bird's Eye **View**

MRS. B. A. LANGDON, of Wiveliscombe, Somerset, whose death was reported by *The Commercial Motor* last week, must have been one of the most remarkable women connected with transport. She was not only a director of Tone Vale Transport, Ltd., but was chairman of B. A. Langdon and Sons, the largest private-enterprise egg-packing station in the west of England, which has a large C-licence fleet. Mrs. Langdon built this business up herself, starting from scratch before the 1914-18 war with the princely capital of £7 10s.

Her first vehicle was a Ford van which she bought in 1915. A few weeks afterwards a large consignment of poultry had to be delivered to the railway station and nobody was available to drive the van. On the strength of two short lessons, Mrs. Langdon decided to do the job herself. This she did with complete success, although when she returned to her premises for the second part of the load, she was forced to make a detour of several miles because she had not yet learned how to reverse the Ford.

Obtuse Decision

RAILWAY high-handedness forced Mrs. Langdon, like many another, into long-distance road haulage. The last straw involved a big consignment of chicken for a major City banquet. Clearly marked to be collected at Paddington, the poultry was sent off from Wiveliscombe on the morning of the banquet, but when the load arrived in London it was dumped on to a local delivery railway cart and dispatched. By the time the horse-drawn cart had plodded round the streets under a blazing sun for several hours the chickens were well past their best, and the caterer refused delivery.

Mrs. Langdon claimed on the Great Western Railway, but they bluntly disowned any responsibility for her heavy loss. Shortly afterwards, she bought a Chevrolet 3-tonner and began direct road deliveries to her London customers. One wonders how many hundreds of pounds in lost freight charges that obtuse decision of the Great Western has meant to them and their heirs and assigns, British Railways.

Dunno

A NEW driver, in trouble on the road, was told to telephone the local agent. The following conversation ensued:

"What's the trouble?"

"Dunno."

"What make is it?"

"Dunno."

"Is it an oiler?"

"Dunno."

The owner is now wondering whether to reduce his fleet, revert to driving or assume that a replacement could not possibly be worse. Meanwhile, he "dunno." either.

Bouquet Misses

THERE is no dining-room in Bristol large enough for all those who wish to attend the annual dinner of the Road Haulage Association's Western Area, and some of the guests have to be accommodated in an annexe. At last week's dinner the relay system was unfortunately out of order and Mr.

Pankhurst Stuff

By The **Hawk**

Arthur Akers, who was host in the annexe, was unable to hear himself described by Mr. R. Morton Mitchell, the chief executive officer, as "probably the best area secretary" in the Association. Members warmly applauded the sentiment. When I told him what he had missed, he chuckled and modestly said he didn't believe it.

Foursome

THE national chairman usually attends the Western Area dinner, but there were four R.H.A. functions last week and Mr. R. N. Ingram was a guest at Hull. Mr. Morton Mitchell, who appeared in his stead, made the nearest thing to a by-election speech I have ever heard at a transport function—and the members obviously approved of it.

Good Example

MR. C. J. HORSLEY, Fry's transport manager and chairman of the Western Area of the Traders' Road Transport Association, is gratified by the reception given locally to the "Kerb Space is Precious" campaign, although it is too early to judge the practical results.

He believes that much can be done to reduce waiting time at the roadside by carefully loading vehicles in delivery order and prominently identifying each consignment. He certainly practises what he preaches. For instance, all consignments leaving Fry's are serially numbered in delivery order and are loaded accordingly. This is a tip worth following.

Telly Ho !

THE campaign received a boost last week, when it was featured by B.B.C. television. The narrow main streets of Richmond, Surrey, were the subject of an investigation of the problems of a crowded shopping centre used by through traffic. Mr. R. E. G. Brown, secretary of the London and Home Counties Division of the T.R.T.A., and Mr. Loving, the Association's public relations officer, were interviewed, along with shopkeepers and lorry drivers.

Hugging His Chains

THE "only man in the gathering to wear chains in fine weather," as he put it, performed the official opening of the Automobile Association's new regional headquarters in Manchester last week. He was the Lord Mayor of Manchester, Ald. J. E. Fitzsimons, whose business interests lie in tyre distribution.

Manchester's Information Service has recently been at some pains to establish that city in the public's mind as second only to London. A new statistical leaflet points out that the custom of assessing priority on the basis of resident population is apt to produce curious results. For instance, London, with a resident population of 5,324 would rate pretty low. But it is the population within an accepted radius that makes the City of London the largest in the country. On the radius basis Manchester is a sure second.

Incidentally, Manchester has more cars per head of population than any other city, including London, which is why its traffic is so congested.

Church Bus Service **Was Illegal**

A SPECIAL door-to-door service for elderly and infirm churchgoers at Calderhead, Scotland, operated by Frank Galloway and Sons, Shotts, was criticized last week by the Scottish Traffic Commissioners. Mr. W. F. Quin, chairman, said the concern should have known that their service was illegal, and they ought to have advised the Calderhead Congregational Church authorities about this.

The Rev. Frank Porter said the church had asked Galloway's to provide a service for people who found it difficult to get

about. Galloway's were paid a flat rate and fares were collected on the bus by a member of the church. After discovering that the arrangement was illegal it had been decided to approach the Commissioners to regularize the position.

Mr. Quin pointed out that regular travel facilities were being provided each week for the same people who paid fares.

Galloway's should have known it was irregular and advised the church authorities.

The application was opposed by the Central S.M.T. Co., Ltd., who claimed that they would be pleased to meet churchgoers' needs.

Refusing the application, Mr. Quin said it would be difficult to define "infirm" people for transport purposes, and the Commissioners were satisfied that the objectors could meet the church's requirements.

Planning for Profit

A PROBLEM regarding the use of rebated oil fuel is raised by a concern of quarry owners. For some years they have been operating an old petrol-engined lorry to carry blocks of stone from quarry to sawmills. This has now been replaced by an oil-engined vehicle on which they have replaced the body and tipping gear by a platform of railway sleepers. In addition, they also operate a number of oil-engined dumpers which are propelled by rebated oil fuel and they ask whether it is in order to use the same fuel for the converted oil-engined lorry, particularly as it is operated entirely on private property and is neither licensed nor insured.

Although there would appear to be some justification for it, they would be committing an offence in using rebated oil fuel under such conditions. As provided by Sections 199-202 of the Customs and Excise Act, 1952, full duty must be paid on fuel oil used for a goods vehicle. This duty must be paid irrespective of the work on which the vehicle is employed and whether on public roads or not.

Vehicles which may use rebated oil as fuel are those not

"WE are considering purchasing a maximum-load tractor unit in conjunction with three low-loading semi-trailers. We intend having one semi-trailer en route, one loading and the other off-loading, and three return trips of 400 miles are expected to be averaged each week. We understand the tractor unit will cost around £3,675 and the semi-trailers £1,500 each. Could you give us some indication what the operating cost is likely to be?" writes another reader.

With an unladen weight of around 7½-7¾ tons, the annual licence duty will amount to £125, or 50s. per week. Wages, based on R.H.(64) Grade 1 areas, are reckoned at £9 19s. 10d. and rent and rates add a further 15s. per week. Vehicle insurance is calculated to cost £2 10s. per week, whilst interest at 3 per cent. on the total cost of the tractor unit and three semi-trailers would be £4 18s. Total standing costs would amount to £20 12s. 10d. per week, or 4.13d. per mile on the basis of a 1,200-mile week.

Assuming oil fuel is purchased in bulk at 3s. 10d. per gallon and a consumption rate of 9 m.p.g. is averaged, the fuel cost per mile would amount to 5.11d. Lubricants are reckoned at 0.27d. and tyres at 5.63d. Maintenance adds a further 2.38d. per mile and depreciation 7.86d. The depreciation figure is

REBATED OIL FUEL

designed for carrying goods and which fall into the categories specified in Section 4 of the Act. In addition to those employed for agricultural purposes and special types, such as mobile cranes, mowing machines and road rollers, vehicles designed, constructed and used for trench digging or any kind of excavating or shovelling work may be run on rebated oil when used for that purpose and not carrying or hauling loads.

If, by reason of its description or use, a vehicle falls into a category to which licence duty at a higher rate than £2 a year is applicable, but is exempted from licence duty because the distance run on the road does not exceed, in the aggregate, six miles per week, full duty must be paid on all oil used as fuel.

The penalties are heavy for the misuse of rebated oil. At the option of the Commissioners of Customs and Excise, the penalties can be equal to three times the value of the oil concerned, which is also liable to forfeiture or, alternatively, a penalty of £100.

affected by the high initial outlay of more than £8,000. The total for the five items of running cost is 21.25d., which, when added to the standing cost per mile of 4.13d., gives a total operating cost per mile of 25.38d. for a 1,200-mile week.

★

THE effect of the law on drivers' hours on the use of salesmen's vans is the subject of a reader's inquiry. The vehicles operate under C licences and the salesmen are employed six days a week. Understandably, their working day depends to a large extent on their customers' convenience, particularly as they are primarily salesmen rather than delivery men. Consequently, it is common practice for them to take an occasional cup of tea as refreshment, when the occasion permits, without having a full meal break.

At the end of the day, after parking their vans they cash-in, make out their orders for the following day and discuss any problems with the sales manager.

The reader asks whether they are keeping within the law if the total rest period during the day adds up to half an hour or more and whether, if their 11-hour spell is completed when they park their vans, the additional work they do could be considered as driving time.

Because the vans carry goods in connection with their trade they must be regarded as goods vehicles and the driver must observe Section 19 of the Road Traffic Act, 1930. This stipulates that no one may drive for more than 5½ hours without having at least half an hour for rest and refreshment. It is, however, possible for this break to be taken on the vehicle, provided that the driver has some refreshment with him.

Should a breach of the regulations occur, the employer, as well as the driver, can be charged with the offence. It is the employer's responsibility to bring the regulations to the notice of his drivers and to insist that they should be carried out. Failure to take positive action, such as a warning, suspension or even dismissal of the person concerned, might well be considered as condoning the offence.

Any time spent by a driver on work in connection with the vehicle or its load is construed as driving time. It has, however, been decided that a driver who,



Seen carrying loads of ensilage over a flooded road bridge in Southern Rhodesia, this Albion Reiver and old Leyland are operated by Chipoli (Pvt.), Ltd., who have a citrus estate 12 miles from the railhead at Shamva. The Albion does all the road work to the railhead, and the Leyland the "donkey work" on the estate. Both shift a variety of loads including citrus, tobacco, maize and fodder.

This Dennis Stork is one of a fleet supplied to Lewis's, Ltd., Liverpool, by Perris and Kearon, Ltd. It has operator-built bodywork incorporating plastics panels and jack-knife doors. The engine is a flat P6.



A Miscellany of Questions and Answers, including an indication of the Costs of Running "Artics," the Problem of Drivers' Hours, and the Matter of Fuel Duty

EL—When Can It Be Used?

after a period of driving, assisted porters and sorters in unloading vans was not doing "other work" in connection with a vehicle or its load. It would, therefore, appear that, once the salesmen have parked their vehicles, their spell of driving could be deemed to have ended.

Although no one may drive for a total of more than 11 hours in a 24-hour period, and must subsequently have 10 consecutive hours' rest, this 11-hour spell of driving can be spread over a maximum of 14 hours, always provided that there is a break of at least half an hour after any 5½-hour period of driving.

If excess hours are worked at any time, a driver will not be convicted if he can prove there was unavoidable delay in the completion of his journey arising out of circumstances which could not reasonably have been conceived. It is hardly necessary to point out that this concession applies only to the most exceptional circumstances.

★

DISCREPANCIES in the designation of small passenger vehicles are criticized by a prospective user. Whilst it is generally understood that the description, four-, five- or six-seat car, is meant to imply that the stated seating capacity includes the driver, this does not apply with normal public service vehicles. He quotes the 44-seat single-decker as capable of carrying, seated, 44 fare-paying passengers in addition to the driver and possibly conductor.

He suggests that small buses should be similarly described. He complains that at present some are termed 12-seaters, but can only carry 11 fare-paying passengers.

Whilst it must be conceded that there is some lack of uniformity, it must be admitted that the line of demarcation between the various sizes of passenger vehicle is not as clear-cut as that between goods vehicles. This is because it is common practice for coachbuilders to fit various single- or double-deck bodies to their own specifications on similar chassis.

The same reader also asks whether a small bus, such as a 12-seater already licensed to operate on public service, could be used occasionally as personal transport by the holder of the licence for the conveyance of his wife and family.

Assuming that such a vehicle was already classified as a hackney carriage, the rate of duty paid would be greater than that for an ordinary private car. If, for example, the so-called 12-seater did in fact provide accommodation for only 11 passengers, the annual duty would be £18. In that event, the vehicle could be used for ordinary private and domestic purposes without incurring any liability to additional duty and without the need for "private" to be included in the specifica-

tion. Operators should, however, satisfy themselves that the insurance policy covers the use for "private" as well as "hackney purposes."

★

"WHAT are the offences for which a driver must be disqualified or have his licence endorsed, and how does one apply to remove disqualification?" In answering this inquiry, the distinction between what may and what must be ordered should be clearly understood.

Altogether there are 12 offences for which courts may disqualify a driver. They include driving (or employing a person to drive) without a licence; applying for or obtaining a licence, or driving, while disqualified; any speeding offence; manslaughter or deliberately causing bodily harm; reckless, dangerous, careless or inconsiderate driving; driving, attempting to drive or being in charge under the influence of drink or drugs; using a motor vehicle without a test certificate if the vehicle is one that must be tested; failure to conform with traffic signs or the direction of a policeman; using an overloaded or improperly loaded vehicle, or one with inadequate or defective brakes, steering or tyres; and any offence in relation to compulsory third-party insurance or lighting.

In addition, courts must disqualify for a period of at least 12 months when the person is convicted of any of the following four offences, unless there are any "special reasons" connected with the commission of the offence: (1) Driving or attempting to drive under the influence of drink or a drug. (2) For the second or subsequent convictions of being in charge of a motor vehicle when under the influence. (3) Promoting or taking part in a motor race or speed trial on a public highway. (4) The second or subsequent conviction within three years for reckless or dangerous driving, the minimum period of disqualification then being nine months.

If a driver has been disqualified for less than a year he may apply to the same court at any time after six months, but not before, to have his disqualification removed. For longer periods application may be made after half the period has elapsed but with a minimum of a year. If such a request is refused, a further application may be made after three months.

Endorsement of licences must be ordered for the following offences: (1) Dangerous driving. (2) Careless driving, unless there are special reasons. (3) Speeding, also unless there are special reasons. (4) Any offence where the disqualification is ordered.

"Special reasons" must relate to the particular offence. They would not include such general supporting evidence as the driver's previously clean record or the importance of his job. Endorsement lasts for three years for all offences except speeding, for which it is limited to one year

S.B.
n31

Transport Tribunal**Appeal Over Change of Base Allowed**

THE Transport Tribunal on Monday allowed an appeal by Wright Bros. (Wolverhampton), Ltd., against a decision by the West Midland Licensing Authority, who had refused them a special A licence for two vehicles to be based at Wolverhampton in place of a special A licence for the same vehicles at present based at Bristol.

Mr. R. Sneath, general manager of a group of four companies, including Wright Bros., said the Authority had refused the application on the ground that, from a base in Wolverhampton, the company could not substantially serve the Western Area.

The company were appealing because he had granted a special A licence for vehicles at Wolverhampton previously serving the Stratford (London) and Cardiff areas when owned by the British Transport Commission. He had done this on receiving an assurance from Wright Bros. that they would serve these areas from Wolverhampton.

Therefore, if the company were able to carry out that undertaking, they were equally able to carry out a similar undertaking to serve the Western area with the two vehicles under consideration.

He added: "We are in the area of the Black Country, the busiest area in the country, and more and more traffic is becoming available for these types of vehicle every day."

Mr. Sneath agreed with the president, Sir Hubert Hull, that his only ground for saying that the Authority's decision was wrong was that he had been much kinder to the company on two previous occasions.

Mr. Sneath added that if the Authority was right in his two previous decisions then he was being inconsistent with the present one.

Announcing that the appeal succeeded, Sir Hubert Hull said it might have succeeded at an earlier date but for some discussions as to whether the vehicles had, in fact, been used by the B.T.C.

Hauliers' Appeal for Tippers Succeeds

AN appeal by a Newcastle-under-Lyme haulage concern whose loads—largely bones and butchers' offal—were described by their counsel, Mr. J. R. C. Samuel-Gibbon, as "somewhat unattractive to others," was allowed by the Transport Tribunal in London on Monday.

The hearing followed the West Midland Licensing Authority's refusal to grant D Cattell and Sons, Silverdale, Newcastle, an A licence for four vehicles weighing 16 tons unladen.

Mr. Samuel-Gibbon said they had offered to surrender their present four-vehicle contract A licence. Two of these lorries were sided "flats" and two were tippers. Cattell's wanted them all to be tippers.

The application had been made at the request of British Glues and Chemicals,

Ltd., whose policy was to stop using contract vehicles. For them Cattell's carried loads—largely bones and butchers' waste—which were somewhat unattractive to British Road Services. They also hauled return loads for the company.

Contending that the Licensing Authority's decision was justified, Mr. J. Edward Jones, for the British Transport Commission, said Cattell's had made no attempt to prove a need for return loads. B.R.S. and some other hauliers, when their licences came up for renewal, made a practice of specifying all the traffic they had been carrying.

The application was supported by a single customer and no question of economy could arise from the earnings figures submitted at the local hearing.

Announcing the Tribunal's decision, Sir Hubert Hull, president, said it was right that applications of this kind should be very narrowly scrutinized. It should not be open for a person having arranged a contract with a customer to treat these arrangements as providing an open door for an easy application for an A licence. However, in this case, Cattell's were entitled to the grant.

Competition Severe in Paper Trade

SEVERE competition in the paper trade was mentioned when Mr. W. Kirk, Bollington, appealed against a decision of the North Western Deputy Licensing Authority. He had been refused an A licence for three vehicles, but the Tribunal granted him two vehicles, at present on B licence.

Mr. Philip Kershaw, for Mr. Kirk, said he was willing to surrender his two-vehicle B licence and cease hiring a vehicle under a C-hiring allowance.

The application arose, he explained, because Henry and Leigh Slater, Ltd., Bollington, for whom Mr. Kirk had carried paper for the past 30 years, wanted cheaper transport rates. With an A licence, Mr. Kirk would be able to carry return loads.

The two businesses had grown up together and Mr. Kirk, against the wish of the customer, was now in grave danger of losing the traffic.

"The reason is not far to seek," said Mr. Kershaw. "Competition in the paper trade has grown so severe that Slater's have gone to great length to effect economies. They did not say in terms of a threat what would happen to the appellant if he cannot reduce his rates, but they are insistent that they should get cheaper transport."

No other trader would be affected if the required licence were granted.

Mr. J. Edward Jones, for the British Transport Commission, said they were doing the same type of work as Mr. Kirk and were prepared to undertake more. It was almost certain that the railways would lose return traffic if it were made possible for Mr. Kirk to reduce his rates.

● Because of acute pressure on space it has been necessary to hold over the review of new patents which normally occupies this page.

Micrograms . . .

Rocol Move: The London office of Rocol, Ltd., will be moved on Monday to General Buildings, Aldwych, W.C.2.

Sales Cup-Winners: Blue Peter Retreads, Ltd., have presented the Blue Peter Sales Cup to the Western Tyre Co., Shrewsbury.

Capasco Move: The Scottish area office of the Cape Asbestos Co., Ltd., is now at Hobden Street, Petershill Road, Glasgow, N.1.

Automatic Loadmaster: Fully automatic transmission incorporating a torque converter is now available on the Chaseside Loadmaster shovel.

Portsmouth Campaign: The "Kerb Space is Precious" campaign was welcomed at Portsmouth, last week, by the Chief Constable, Supt. R. Saunders.

R.H.A. Dinner Dance: The North Western (Western) Area of the Road Haulage Association will hold a dinner and dance at the Prince of Wales Hotel, Southampton, on April 4.

T.R.T.A. Meeting: The annual meeting of the London and Home Counties Division of the Traders' Road Transport Association will be held on April 16 at the Criterion Restaurant, Piccadilly.

German Exports: Western Germany exported 130,945 vehicles in January and February, compared with 119,428 in the first two months of 1958. Production at 265,739 units rose by 8½ per cent.

Flyover Grant: The Minister of Transport hopes soon to grant over £1m. towards the cost of a flyover at Hammersmith. The rest of the Cromwell Road extension scheme should be completed by the autumn.

No Opinion Yet: The Road Transport Section of Liverpool Chamber of Commerce have decided to defer publication of a memorandum giving their opinion of renationalization plans for road transport.

Coach Guides: British and overseas agents for London Coastal Coaches, Ltd., are being sent the first edition of an L.C.C. Express Service Guide. The organization plan to distribute 2,500 copies, and are hoping to produce a winter edition.

Trico in Australia: Trico Pty., Ltd., have built a new factory in Australia which covers 5½ acres and will employ about 200 people. The initial production will be curved windscreen wiper blades and arms for the Australian vehicle industry.

No More Concessions: West Hartlepool Transport Committee have decided to withdraw their support for Newcastle Corporation's bid to extend concessionary bus fares. At present, only blind people are allowed free travel at West Hartlepool.

Motorbuses Take Over: Trolleybuses on five services operated by Brighton, Hove and District Transport Co. were replaced on Wednesday by motorbuses. Brighton's passenger transport system was fully described in *The Commercial Motor* on February 6.

More A.E.C.s Wanted: Six more A.E.C. single-deckers are being delivered to the Devon General Omnibus Co., Ltd., who already have over 250 A.E.C.s in operation. The new vehicles, with Willowbrook 41-seat bodies, have synchromesh gearboxes and vacuum brakes.

Can Reconditioning: Recontainers, Ltd., has been formed by J. E. Lesser and Son, Ltd., Green Lane, Hounslow, Middx., to market reconditioned jerricans in this country and abroad. The new company will also market the aluminium jerrican pourer made by Lesser.

Manuf
and pl
Supplie
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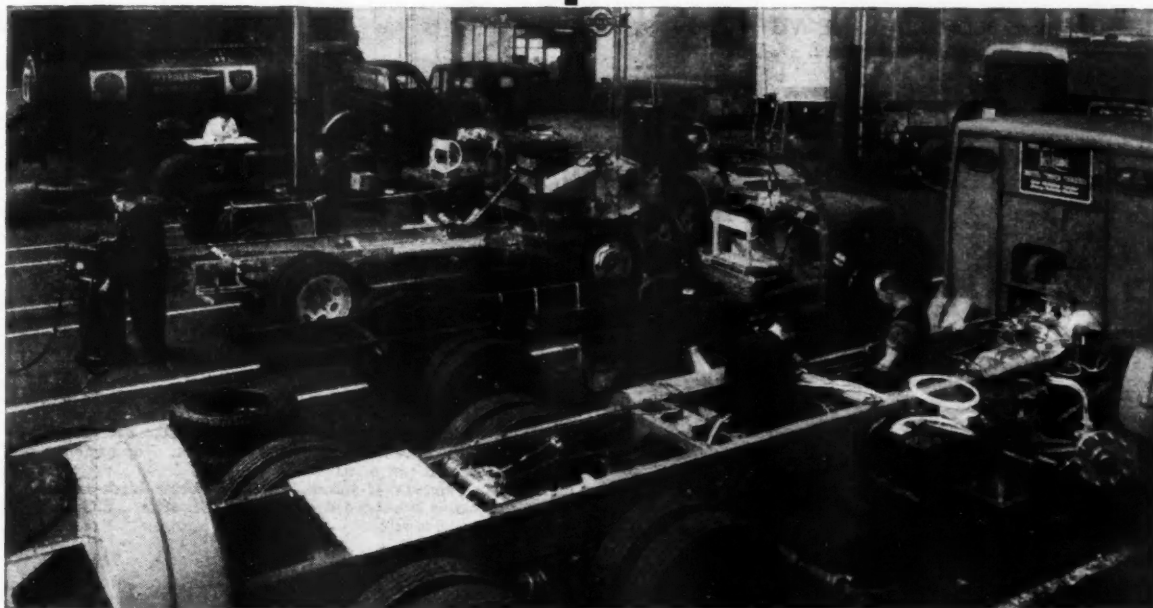
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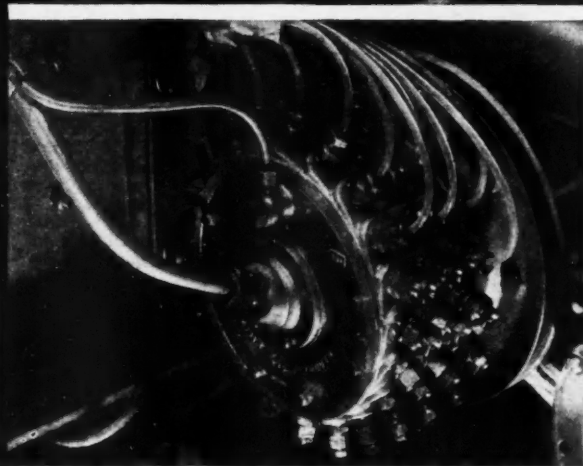
This lubrication system feeds every chassis point exactly the right amount of lubricant — while the vehicle is on the road.

This development makes Tecalemit "Syndromic" the most economical and efficient chassis lubrication system; it will prolong the working life of your vehicles, cut down 'time off the road' drastically and save lubrication costs.

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New BEDFORD/BURLINGHAM 41-seater, Diesel. Exterior Cream and Blue, seats in red patterned moquette.

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1956 Bedford/Duple 41-seaters. Choice of 2 Tip-top Luxury Coaches, one in ivory and blue, the other in grey and blue. Seating in red moquette. Both machines in outstanding condition.

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1956 and 55 Bedford/Plaxton 37 and 36 seater Coaches. Exterior in two shades of blue. Seating in contemporary check patterned moquette. Radio, speaker, formica side casings. Choice of 2 outstanding Full Luxury Coaches.

1954 Bedford/Duple 36-seater Coach—R.6 Engine. Exterior in two shades of blue, with seating in red patterned moquette. Splendid example of a modern diesel engine Coach at very reasonable price.

1955 Bedford/Duple 36-seater Coach. Red and cream. Seating in red moquette. Exceptionally fresh condition throughout.

1953 Bedford/Duple 35-seater Full Luxury Coach. Exterior maroon and cream. Seating red patterned moquette. Glass roof quarters. Splendid machine.

1951 Bedford/Plaxton 34-seater Full Luxury Coach. This machine was resealed and the inside converted to 1957 specification by Messrs. Plaxtons of Scarborough, resulting in a completely up-to-date full luxury Coach offered at reasonable price.

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1955 Albion/Duple 35-seater Full Luxury Coach. Exterior red and cream, with seating in green patterned moquette. Top quality machine at reasonable price.

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1953 Albion/Duple full fronted 33-seater Full Luxury Coach. Exterior red and cream with seating in red moquette. C.O.F. 1964.

A.E.C.

1953 A.E.C./Gurney Nutting 41-seater Full Luxury Coach. C.O.F. February 1963. Exterior blue and cream. Seating in dark green patterned moquette. Heater, Radio, etc. Ex-Show model. Excellent condition throughout. Top quality luxury Coach at low price.

1953 A.E.C./Whitsun 41-seater Coach. Exterior black and ivory. Seating in leopard skin patterned moquette. C.O.F. 1963. Excellent value.

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1952 Daimler/Burlingham 39-seater Coach. Exterior red and cream. Seating in red moquette. C.O.F. October 1962. Very sound in all respects.

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1955 AUSTIN 1-ton van, £425.

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1957 AUSTIN A152 omnivan, guaranteed, £475

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THE CAR MART, LTD.

WELSH HARP,

EDGWARE ROAD, N.W.9.

Hendon 6500. 804-59

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Used Goods Vehicles (contd.)

R. M. WRIGHT AND CO., LTD.

AUSTIN DISTRIBUTORS.

1958 AUSTIN 1-ton pick-up, 16,000 miles, heater, £495.

1948 AUSTIN 25-cwt. 3-way van, £95.

1948 AUSTIN 25-cwt. 3-way van, fitted shelves, £110.

1957 AUSTIN 5-ton short-wheelbase tipper, petrol, 30,000 miles, Eaton 2-speed, £650.

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FOR further details please write or phone J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 805-7328

1954 AUSTIN Loadstar 5-ton truck in excellent condition, £250.

GORDON KING MOTORS, LTD., Mitcham Lane, S.W.16. Streatham 3133-4. 804-156

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£175. Reigate 2263. 804-344

AUSTIN 25-cwt., very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 804-377

A35

Used Goods Vehicles (contd.)

1955 AUSTIN B.M.C. diesel 3-ton long-wheelbase tipper, £175.
1954 AUSTIN Loadstar 5-ton long-wheelbase, diesel P6 engine, £400.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047, 804-307
1948 2-ton meat van, £65.
STEVENS, 163 Chase Cross Rd., Romford 46942. 804-360
1956 7-ton long-wheelbase diesel platform lorry, two-speed axle, power steering.
1955 5-ton petrol long-wheelbase boxvan.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 804-506
1956 AUSTIN A40 van, excellent condition, £325.
1955 AUSTIN 3-ton petrol 3-way-loading vans, choice of two, £615.
1955 AUSTIN A40 van, £285.
1950 AUSTIN A40 pick-up, £165.
SCOTTORN, LTD., 173 Kingston Rd., New Malden, Malden 3633. 804-499

Austin Wanted

AUSTINS wanted, trucks, tippers, vans, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253.
 ALL types of AUSTINS wanted, diesel and petrol. A Thornton and Hunter, 183 Leytonstone Rd., Stratford, E.15. Phone, Maryland 5077. 804-229

BEDFORD

LAWSON PIGOTT MOTORS, LTD.
 OFFICIAL BEDFORD MAIN DEALERS.
BEDFORDS ARE OUR BUSINESS.

1955 BEDFORD 10-12-cwt. van, £250.
1957 BEDFORD 10-12-cwt. van, £345.
1958 BUSETTE utility, £495.
1954 BEDFORD 30-cwt. Stirling van, £315.
1952 BEDFORD Luton van, 1,000 cu. ft., new body, overhauled chassis, unrepeatable price, £795.
1955 BEDFORD 5-ton truck, A model, diesel, £375.
 NEW BEDFORD Luton van, 4-cylinder diesel, new low-loading body, 1,000 cu. ft., unregistered, £475, inclusive of primer.
 NEW BEDFORD 4-ton diesel long-wheelbase chassis-cab, list price.
 NEW BEDFORD 5-ton normal-control chassis-cab, long wheelbase, diesel, list price.
 NEW BEDFORD 7-ton normal-control tipper, diesel, list price.
 NEW BEDFORD 6-ton normal-control short-wheelbase chassis-cab, diesel, list price.
 NEW BEDFORD 8-ton tractor unit, diesel, list price.
 PART-EXCHANGE your old vehicles and set up to date with a BEDFORD from our new or used stock. Why not take advantage of today's attractive hire-purchase facilities?

PHONE, BARNET 1061.

SALES staff in attendance until 5 p.m. Saturdays.

LAWSON PIGOTT MOTORS, LTD.
 186 EAST BARNET ROAD,
 NEW BARNET.

320 KING STREET, HAMMERSMITH,
 LONDON, S.W.6.
 Phone, Riverside 4111. 804-471

4 X 2, 4 x 4, unregistered ex-W.D., low mileage, also very excellent selection of OY trucks with V.G. cabs, Cushey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leedbrooks 477. 222-646

E. J. BAKER AND CO. (DORKING), LTD.

**BEDFORD
 MAIN DEALERS.**

INQUIRIES will be welcomed for used commercial vehicles of all types from our large and comprehensive stock, including the following:—
BEDFORD Grosvenor Grafton, one owner, low mileage.
B two-colour finish, in all a most excellent vehicle.
1955 BEDFORD Dormobile, finished in grey, in excellent condition.
SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. See also under New Goods Vehicles—Bedford.

273 LONDON ROAD,

STAINES.
 Staines 4211 (five lines).

1957, November, BEDFORD 6-ton normal-control short-wheelbase tipper, Bedford diesel engine, Anthony hoist and 6-cu.-yd. fixed-side steel body, excellent condition, choice of five available shortly, £875 each.
1955 BEDFORD CA van, excellent condition, small mileage, £275.
1954 BEDFORD 7-ton long-wheelbase drop-side truck, Mark II, R6 engine, excellent condition, £395.
1948 BEDFORD-SCAMMELL tractor unit, P6 engine, very good condition, £195.
WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and trailers.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391. 804-428

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.
 OUR REPUTATION IS YOUR GUARANTEE.
 SELECTION OF OUR RANGE OF
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COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

1958 300-cu.-in. diesel 7-ton long-wheelbase forward-control, 2-speed axle, 17-ft. 6-in. platform body, 55-gal. fuel tank.
1958 12-seater Utilibrake.
1955 56 Choice of several 10-12- and 15-cwt. vans.
1955 7-ton long-wheelbase with Comet engine, 16-ft. platform body.
1954 Petrol 7-ton with 16-ft. platform body.
1954 7-ton long-wheelbase 16-ft. platform body with Leyland Comet reconditioned engine.
1953 Petrol 7-ton short-wheelbase tipper.

**MAY WE
 QUOTE YOU
 FOR YOUR
 NEW BEDFORD?**

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
 HIGH ROAD, PONDER'S END, ENFIELD, MIDDX.
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CORNARD ROAD, SUDBURY, SUFFOLK.
 Phone 2301.

DUMBALLS ROAD, CARDIFF.
 Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.
 SATURDAY. 804-508

HAMILTON MOTORS (LONDON), LTD.

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.
 MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—
 NEW BEDFORD forward-control truck, Leyland Comet engine.

1954 BEDFORD Spumobility, red-black, £350.
1957 BEDFORD Utilibrake, black, excellent condition, £470.
1951 BEDFORD 10-12-cwt. van, £125.
1956 BEDFORD 7-ton long-wheelbase truck, £675.
1955 BEDFORD long-wheelbase drop-side truck, diesel, £650.
1957 BEDFORD 10-12-cwt. van, colour black, £395.
1950 BEDFORD 3-ton boxvan, £225.
1954 BEDFORD 3-ton van, diesel, colour grey-blue, £475.
1946 BEDFORD 2-3-ton platform, £80.
1957 BEDFORD 5-ton truck, 8,000, excellent condition, £775.
1956 BEDFORD 5-ton long-wheelbase truck, £645.
1954 BEDFORD Dormobile, 2-tone, £375.
1949 BEDFORD 8-ton tractor unit, £95.
1956 Grosvenor Grafton, maroon, ivory, £425.
 SEE the new BEDFORD at our showrooms.

HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.
 PART-EXCHANGES welcomed.

DEMONSTRATIONS gladly carried out under no obligation.
 OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

HAMILTON MOTORS (LONDON), LTD.

466-490 EDGWARE ROAD,
 LONDON, W.2.

AMBASSADOR 7211-5. PADDINGTON 0022-8.
 804-142

CHARLES WENSLEY AND SONS, LTD., 68 Ings Rd., Wakefield, BEDFORD main dealers. Early delivery of all models. Specialists in all types of coachbuilding, including refrigerated and insulated bodywork. Hire-purchase available and part-exchanges. Phone 2294-5, 3371. 222-867

1957 BEDFORD 12-cwt. with 330-cu.-ft. Luton body, fibreglass roof, mileage 7,800 only, vehicle as new, £560. Locomotors, Ltd., Uxbridge. Phone 6371. 804-7315
1957 BEDFORD 4-ton long-wheelbase double-drop side truck, fitted with Bedford diesel engine, excellent condition. Delves Motors, Ltd., Prince of Wales Rd., Norwich. 804-1
1955 BEDFORD 10-ton tractor unit, petrol, with 20-ft. straight-frame trailer, exceptional condition. Delves Motors, Ltd., Prince of Wales Rd., Norwich. 804-2
VIGO MOTORS.

1947 8-cwt. BEDFORD van, £95.
1952 BEDFORD 4-ton Luton van, taxed, £285.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 804-167

1954 S-type tractor, R6 engine, and 20-ft. Scammell trailer, in good working order, £650. Hamblins Garage, Rectory Rd. Rushden 3211. 804-121

Used Goods Vehicles (contd.)

CARMO OF LONDON,
 THE LONDON CENTRE
FOR NEW AND USED BEDFORDS.
 A LARGE SELECTION OF REASONABLY PRICED USED BEDFORDS, INCLUDING:—

1954 58 BEDFORD 10-12-cwt. vans, large selection, reconditioned, repainted and guaranteed.
1956 BEDFORD 5-ton long-wheelbase truck.
1949 BEDFORD 2-ton long-wheelbase boxvan.
1949 BEDFORD 2-ton long-wheelbase truck.
1954 BEDFORD 25-cwt. truck.
1951 (First registered) BEDFORD 5-ton long-wheelbase platform.
1952 BEDFORD 5-ton diesel Luton van.
1951 BEDFORD 30-cwt. truck, first-class order.

NEW BEDFORDS

FOR IMMEDIATE DELIVERY.
VANS, CONVERSIONS

AND
LIGHT COMMERCIALS

UP TO 30 CWT.

LATEST LOW-DEPOSIT CREDIT TERMS.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE OR OUR REPRESENTATIVE WILL CALL.

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LEIGHTON ROAD,
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 Gulliver 5555. 804-192

SHUKER'S OF SHEFFIELD, LTD.

OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedford, all models; sent anywhere in Britain.
 TIPPERS a speciality, petrol or diesel. Why not send your inquiries? A straight deal and real value guaranteed.
56 60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or 23280 after 6.30 p.m. 422-775

OVER HALL GARAGES, LTD.

1951 BEDFORD 8-ton tractor unit, Tasker coupling.
1953 BEDFORD CA large-capacity van, one owner.
1957 BEDFORD 15-cwt. builder's truck, one owner.

OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDDX.
 Ashford 5741. 804-182

1958 BEDFORD 6-cu.-yd. tipper, 700 miles only, first registered February, 1959, petrol, £1,375.
 W. Harold Perry, Ltd., Station Bridge, Westmoreland, Middlesex. Harrow 1031. 804-152

1957, October, BEDFORD long-wheelbase chassis and cab, with Baico extension, Leyland engine, tyres 85% good, one owner, 34,000 miles to date, excellent vehicle, £1,150.
COVENTRY AND JEFFES, LTD., Stafford St., Bristol. Phone 6-4661. 804-25

1952 3-ton boxvan, £195.
SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 28. Phone, Sheldon 4386-7-8. 804-200

1954 BEDFORD 5-ton short-wheelbase tipper, £400.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 804-310

1950 BEDFORD 2-3-ton boxvan, well maintained, genuine vehicle, £95. Dicks Cars Sales, 10 and 12 Exeter Rd., N.W.2. Gladstone 7175. 804-321

1957 BEDFORD 8-ton unit with Bedford diesel engine and two 20-ft. Scammell drop-sided trailers, excellent condition and ready for immediate use, ex C-licence operator, £1,350. 804-243

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1921. 804-241

BEDFORD 1951 Scammell tractor and 8-ton low-loading trailer with winch, £425. Edgware 2572. 804-241

COOMBS, main Ford dealers.

1950 BEDFORD 30-cwt. normal-control van in black, K model, a very reliable vehicle, good tyre equipment, wonderfully maintained, £95. 804-338

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962-3-4. 804-338

DISMANTLING S-type 7-ton BEDFORD.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East, Oldbury, near Birmingham. Phone, Broadwell 1840. 804-323

1951 BEDFORD short-wheelbase 6-cu.-yd. tipper, Perkins P6 engine, good mechanically, £200. Ewins' Garage, Banbury 3551-2. 804-XA6026

BEDFORD articulated with 21-ft. trailer, also drop-framed trailer for same unit, both Scammell attachments in very good order, £400. 373 East Bank Rd., Sheffield. Phone 29139, 37539. 804-384

SEPTEMBER, 1958, 7-ton BEDFORD, diesel, aluminium-framed wood floor, 20-ft. Baico extension, 900 by 20 tyres, immaculate, 28,000 miles only with special A licence South Wales, expiring June, 1960, £2,500. Box CM0415, care of "The Commercial Motor." 804-X5987

Used Goods Vehicles (contd.)

TOM BYATT, L. TD.

FOR
NEW OR SELECTED USED
BEDFORDS.

SEVERAL USED BEDFORD TIPPERS AND
DROP-SIDES REQUIRED IN PART-EXCHANGE
PHONE, CALL, WRITE,

TOM BYATT, L. TD.

FENTON,

STOKE-ON-TRENT.

TERMS. EXCHANGES.
Phone, Stoke-on-Trent 48581 (six lines). 804-347

1951 BEDFORD 7-ton petrol truck, recently completely overhauled, well painted and tyred, terms. £485. Church Road Motors, Hadleigh, Essex. Phone 57271. After hours, Gt. Wakering 275. 804-390

1955 BEDFORD 5 model, Bedford-Scammell tractor unit and trailer, Perkins diesel, very good condition all round, clean, £550. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 804-370

1952 BEDFORD 4-ton van, very clean, £150. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 804-371

1955 BEDFORD A2 30-cwt. van, first-class condition, £275. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 804-370

1952 BEDFORD Luton 1,400-cu.-ft. low-loading well, integral cab, unladen weight, 2 tons 19 cwt., synchromesh box, well tyred, in excellent condition, choice of four, £425. Fox and Son, 169 Balaam St., E.13, Gra 1365.

1948 BEDFORD-SCAMMELL unit and 8-ton low-loader trailer, winch and skids, £175. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 804-373

1948 BEDFORD Scammell tractor unit, Perkins P6, £140 o.n.o. Clapcott, Phone, Parkstone 165. 804-080

30-CWT. Spurling 3-way loader, 1951, £125; 5-ton flat, 1949, for spares, £25. Wm. Cooper and Sons, Ellington Garage, Prestatyn, Flintshire. Phone 90. 804-3064

1956 BEDFORD 5-ton diesel double-drop-side long-wheelbase truck, £675. Woo 0165. 804-363

DECEMBER, 1948. O model long-wheelbase Perkins P6 double-drop-side, in very good condition, £235. STEVENS, 163 Chase Cross Rd., Romford (46942). 804-361

BEDFORD 1956 petrol 22-ft. platform 6-tonner, 5-type coach chassis, unladen weight 3 tons. With goodwill and work. Howard 2211. 804-493

CAPITAL MOTOR CO., L. TD.

BEDFORD MAIN DEALERS,

SCAMMELL DISTRIBUTORS.

NEW BEDFORD available, 15-cwt. vans and conversions, 3-7-ton trucks, diesel 10 tractor unit. SEND us your inquiries.

1952 BEDFORD 5-ton long-wheelbase lorries, platform or 3-way loader, condition, £225.

1954 BEDFORD A-type 5-ton diesel long-wheelbase hydraulic tipper.

BEDFORD 10-12-cwt. vans, 1954-57, good order, from £150.

REMINGTON ST., City Rd., N.1. (Near Angel). Clerkwell 7456. 804-397

COACHES AND COMPONENTS. BEDFORD main dealers.

1959 BEDFORD 4-ton, 4-cylinder diesel, with 1,450 c.c. Luton body, brand new.

1958 BEDFORD 6-ton diesel chassis-cab, unregistered.

1957 BEDFORD Workabus, choice of two.

THE new BEDFORD van and Workabus, etc., from stock.

92-94 STAMFORD HILL, N.16. Stamford Hill 8444. 804-400

CITY MOTORS, Botley Rd., Oxford 48021.

NEW BEDFORD 4-ton long-wheelbase diesel lorry, £1,182 o.n. 7d.

NEW BEDFORD 3-ton long-wheelbase diesel Telehoist drop-sided tipper on Michelin X-Y tyre, £1,287 10s. 4d.

NEW BEDFORD 7-ton N.C. Telehoist 7-cu.-yd. drop-sided tipper, 900 by 20 tyres, £1,816 2s. 7d.

NEW BEDFORD 7-ton diesel normal-control Telehoist tipper, £1,697 18s. 3d.

NEW BEDFORD 5-ton long-wheelbase diesel drop-sided lorry, £1,348 19s. 11d.

BEDFORD 7-ton long-wheelbase, petrol, platform, £485.

1955 BEDFORD 7-ton U-bodied petrol tipper, £560.

1956 B.M.C. 7-ton long-wheelbase truck, £750.

1948 BEDFORD 8-ton tractor with 20-ft. Tasker drop-frame trailer, mechanically sound, £195.

CITY MOTORS, Botley Rd., Oxford. Phone 48021. 804-461

BARGAIN, new 7-ton R6 chassis-cab, short wheelbase, 1953 10-cwt. Kenner 125, 1950 5-ton van, 1958 Utilabrate, 1948 and 1959 5-ton trucks. Real, Medland and Willis. Bridgewater. Phone 2639. 804-63

Bedford Wanted

BEDFORD. All types wanted.

BEDFORD. All types wanted.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 804-3597

Used Goods Vehicles (contd.)

BEDFORDS wanted! Bedford wanted! We want Bedford Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 65 Kenneth Wood Rd., Eltham, S.E.9. Eltham 8253. 222-925

1955 And onwards, 7-ton BEDFORD diesel tractor units with Scammell coupling.

CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD., Imperial Garage, Hadleigh, Essex. Phone 57271. 804-7293

WANTED. BEDFORD 5-ton van, 1955-56, separate cab, full details and lowest price to Bouts Motors, Ltd., Stafford St., Wolverhampton. Phone 23295 804-7290

BEDFORD wanted, diesel and petrol, trucks and vans. Lutons, tippers. Thornton and Hunter, 183 Leytonstone Rd., Stratford, E.15. Phone, Maryland 5077. 804-225

35-CWT. BEDFORD van wanted, 1956-58 model, must be good condition. Dorset. Full details and price Box CM0416, care of "The Commercial Motor". 804-x6028

1954 Or later BEDFORD-SCAMMELL tractor, diesel or petrol, state prices, etc.

255 WALTON LANE, Liverpool, 4. Aintree 1873. 804-413

B.M.C.

1957 B.M.C. articulated unit with Scammell coupling and 10-ton trailer; choice of two.

1956 B.M.C. diesel 7-ton long-wheelbase drop-sided truck, 18-ft. drop-side body, choice of two, terms and exchanges, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 185. 804-285

B.M.C. MORRIS 7-ton F.C. 160-in.-wheelbase (701 series) chassis and cab, £1,688 15s. 3d. including P.T.

WADHAMS, LTD., Castle Rd., Southsea. Phone, Portsmouth 27321. 804-332

COMMER

1952 COMMER long-wheelbase 7-ton (underfloor engine) with flat platform aluminium body, in excellent mechanical order, all good tyres, £335. Harwood Garage, Petworth. Phone 2332. 804-7230

1958 Ex-demonstration COMMER 6-cu.-yd. tipper, air brakes, nominal mileage, 900 by 20 tyres, £1,795.

HARTWELL MOTORS, Bournemouth, main dealers and parts stockists for Commer and Karrier. Phone, Winton 1777-9. 804-7284

1950 COMMER QX 5-6-ton 16-ft. drop-sided truck on nearly new 7-50 by 20 tyres, engine under 20,000 since recon. unit, used under C licence, £175.

S.W.20. (Wimbledon), 506-508 Kingston Rd., London. Cherrywood 1480; after 7 p.m., Cherrywood 4322. 804-128

1954. November, COMMER 25-cwt. forward-control van, black, excellent condition, unmarked, bargain, £180. M.S.E., Ltd. Vic 6086, 9-5.30. 805-7339

1947 COMMER van, Perkins P4 engine, £195. Acorn 6911. 804-215

1956 COMMER T53 long-wheelbase truck, excellent condition, 9,000 by 20 tyres, £1,250.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, C West Bromwich, Phone, Wednesbury 0470, 1047. 804-309

1957 COMMER T53 long-wheelbase tipper 13-ft. 6-in. body, very clean working, appointment to view, £1,250 o.n.o. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings 3000. 804-304

1957 COMMER 25-30-cwt. diesel forward-control large-capacity van, low mileage, £625; extremely good condition. Edgware 2572. 804-240

1956 COMMER T53 7-ton long-wheelbase drop-side truck, one owner.

ERRINGTONS, Evington, Leicester. Phone 38102-3. 804-265

NEW COMMER Rootes diesel long-wheelbase drop-side truck.

PERCY D. SLEMAN, LTD., 38 Usbridge Rd., Ealing, W.5. Ealing 7987. 804-379

1952 5-ton COMMER articulator, 3,000 miles, diesel P6 engine, in good condition, £295.

COOMBS COMMERCIAL (GUILDFORD), LTD., C Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 804-525

NOVEMBER, 1957 T53, air brakes, helper springs, drop-side lorry, good tyres, bargain, £1,350. Roger Rees Transport, Morriston, Swansea. 804-502

Commer Wanted

COMMERS wanted, trucks, tippers, vans, etc. G.T.C. (Commercial), Ltd., 65 Kenneth Wood Rd., Eltham, S.E.9. Eltham 8253. 222-927

1956 Or 1957 COMMER 25-cwt. super capacity forward control van in first-class condition.

PHOENIX MOTOR CO. (SURREY), LTD., Phoenix House, High St., Sutton, Surrey. Phone, Vigilant 0161. 804-165

DENNIS

DENNIS Max 8-ton diesel trucks, unregistered ex-£420 each.

M.O.S., excellent condition, spare wheel, batteries, etc.

W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-697

1952 DENNIS Pax long-wheelbase drop-side lorry, reconditioned Perkins P6 engine and good general condition, £350. Ewins' Garage, Banbury 3551-2. 804-xB6026

Dennis Wanted

DENNIS low-loader wanted on 27 by 6 or 29 by 7 tyres. Box CM0519, care of "The Commercial Motor". 804-xB5759

DODGE

1957 DODGE normal-control short-wheelbase tipper Perkins R6 engine, Eaton 2-speed axle, £1,050. Hamblins Garage, Rectory Rd., Rushden, Northants 3211. 804-122

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY.

N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles 804-149

March 27, 1959—THE COMMERCIAL MOTOR 39
(Supplement)

Used Goods Vehicles (contd.)

1952 DODGE Kew 103 AP6 tractor and 22-ft. double-drop-side trailer, quick-release, 8.25 by 20 tyres, clean vehicle, H.P. available, £325. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 804-300

1956 DODGE diesel articulated with SAE coupling and 24-ft. trailer, R6 engine, 2-speed axle, £650.

1953 DODGE diesel long-wheelbase truck, P6 engine, in good running order, £350.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 185. 804-285

1955 DODGE short-wheelbase tipper (103/P6), owner-driven from new, very good condition, 2-speed axle, 1 Down Villas, Dragon Rd., Waterbourne, Bristol. Phone, Winterbourne 3185. 804-x6070

1954 DODGE 7-tonner, Perkins P6, 17-ft. alloy platform, in really good condition, £500. Transport Repairs, Liverpool. Central 9421. 804-357

Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

804-521

WANTED urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 804-486

E.R.F.

1939 E.R.F. Twin Steer, SLW, in good running order, well maintained, just off service, £300.

1938 E.R.F. 6-wheeler, SLW, as above, £300.

F. WARDELL (HAULAGE), LTD., Lymm (Cheshire) 109. 804-248

1953 E.R.F. 6-ton long-wheelbase, 4LK engine, good condition, £525.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, C West Bromwich, Phone, Wednesbury 0470, 1047. 804-311

1948 E.R.F. tractor unit, fifth wheel coupling, 6LW, Gardner, 5-speed box, primer, any trial.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 804-303

1951 E.R.F. 8-wheeler, double drive, 24-ft. body, 6LW engine, good running order, £950.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 185. 804-285

E.R.F. 8-wheeler, 24-ft. drop-side body, in very good order throughout. Barton Motors (Preston), Ltd., Preston. Phone, Preston 4664 (10 lines). 804-569

1957. May, E.R.F. 54G 4-wheel drop-sided lorry, 9,120 tyres, one owner from new, cost £3,650. Johnsons Transport, Phoenix St., Tunstall, Stoke-on-Trent. Phone 38841. 804-423

1947 E.R.F. 4LW, long-wheelbase drop-sided lorry, very clean vehicle.

COPELLO'S MOTORS, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 804-419

FODEN

JULY, 1956—FODEN 6-25 tractor unit, Foden engine with choice of Tasker tandem axle 24-ft. flat trailer, alternatively 24 yd. alloy bulk tipping trailer, 12-15 ton York low-loader trailer, 20 ft. well, would consider all as a unit. No. 1 Foden 4-14 tractor unit with single axles, flat trailer, Foden engine, all in excellent condition. G. Muntion, Westcliffe Rd., Rushington 273-4 Lincolnshire. 805-7263

ONE 1950 FODEN 6-wheeler with Gardner 6LW, fitted with three Yeeco pressure tanks, suitable for bulk handling of cement, powders or fertilizers, vehicle rebuilt with new cab and modifications to tanks during the past 12 months, price £1,500. Slayers Transport, Ltd., Thornton-le-Dale (258), Pickering, Yorks. 804-7273

1954 FODEN FG1U 20-ton short-wheelbase tractor, Gardner 6LW, 5-speed super low gearbox, 25-ton load, E. P. Thompson, Chelmsford Rd., Garages, Dunmow, Essex. 804-x5598

15-TON FODEN flat platform lorry, 36 by 8 ft. all round, good condition. Servo braked, under 40,000 miles, £1,500 o.n.o. Houchin, Ltd., Ashford, Kent. 805-7295

1959, January, FODEN 8-wheeler, fitted with 25-ft. flat platform, 12-speed box, Gardner engine, single drive, 9,000 miles only, positively as new.

PRINGLE'S MOTOR GARAGE, LTD., Saltcoats, Ayrshire. Phone, Ardrossan/Saltcoats 351. 804-106

1946 FODEN 8-wheeler double drive, 24-ft. flat, £323 for quick sale. Justice, Langley Mill 3182. Home 3625. 804-006

1945 FODEN 8-wheeler, 6LW booster box, 40 by 8 tyres, really nice condition, £575. Edgware 2572. 804-237

1951 FODEN FG model 6-wheeler, 22-ft. platform body, in excellent running order, £950. Terms and exchanges.

1951 Gardner 6LW engine, one owner since new, well maintained by very large concern, £1,150; choice of four. Terms and exchanges.

1948 FODEN 8-wheeler boxvan, 24-ft. body, double LASH drive, 5-speed box, in good running order, a very useful vehicle, £575.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 804-281

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new and 4 rebuilt trucks, also Canadians, Cuddeby and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-648

£1,400. 16-ton Thames Trader, 160-in. wheelbase, low mileage, first registered October, 1958, and in new condition, has the following factory-fitted equipment: heater, flashers, rear shock absorbers, H.D. frame, twin passenger seats; cost new £1,590. Dispatch Motors, Waterlo0 4959. 222-902

LUTON vans, Thames 4D, choice of several 1,500-1,600-cu.-ft. capacity in good condition, 1954 to 1957. Hire-purchase arranged.

WOOD AND LAMBERT, LTD., Stamford Hill, London, N.16. Sta 3434. 805-7329

1954, July, FORD 4D, 2-ton diesel standard, one owner, new tyres, in outstanding condition, £395. W.E.M. (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568-1480; 804-129

1950 FORDSON Thames side-loading refuse collection vehicle, complete with hydraulic tipper, good condition. Deives Motors, Ltd., Prince of Wales Rd., Norwich. 804-3

Used Goods Vehicles (contd.)

FRANK G. GATES, LTD.
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

- 1959** Trader 5-ton 6D long-wheelbase truck. £1,250.
1958 Trader 6D 8-cu.-yd. tipper, fixed side, £1,100.
1958 Thames 15-cwt. van with 18-in. roof extension, £500.
1958 Trader diesel articulated unit and trailer, fifth wheel coupling, 24-ft. trailer, £1,650.
1958 Thames 15-cwt. van, works painted, choice of two from £450.
1954 FORD 4D 3-ton long-wheelbase truck, with new engine, £495.
1950 FORD 10-cwt. all-steeled Luton body, very good condition, £190.
1956 FORD 2-ton 4D Luton, 750 cu. ft., £675.
1957 5-ton 4D Trader truck, £925. 804-515

- 1956** FORD 3-ton diesel boxvan, one owner, excellent condition, £545. Aerodrome Autos Sun 1071. 804-392
1956 FORDSON Thames 5-ton 4D diesel long-wheelbase double-drop-side truck, new tyres, excellent condition. Delves Motors, Ltd., Prince of Wales Rd., Norwich 804-4

GORDON KING MOTORS, LTD.
FORD AND THAMES DEALERS.

- TRADER** 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, immediate delivery, £1,330.
1953 10-cwt. van, £125.
HIRE-PURCHASE deposit now from 10%.
ALL Thames models in stock for early delivery; any body built to your requirements.
WE are now accepting orders for the new low-frame
W Trader models, please ask for details.
MITCHAM LANE, S.W.16, Streatham 3133-4. 804-154

- 1955** 4D platform lorry, £395. Acorn 6911. 804-216
1950 FORD P6 diesel 5-yd. drop-side tipper, £250.
1951 FORD P6 diesel 5-ton long-wheelbase truck.
1952 FORD P6 diesel Sussex 6-wheeler, £195.
1952 FORD P4 diesel 2-ton van, £275.
1953 FORD 4D diesel 2-ton van, £325.

EDGWARE 2572. 804-238

- 1956** Thames 4D Luton van, good runner, £375.
1953 Thames 4D long-wheelbase truck, good order, £325.
1952 Thames 4D long-wheelbase truck, in good order, £250.
A Number of other Thames diesel and petrol trucks and tippers in stock.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 804-268
1949 FORD truck, 2-ton 4D engine, good condition, £225. C. Russell, 46 Clarence St., Southampton. Phone 26590. 804-339
1958 FORD Squire, in showroom condition, low mileage, £365. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 804-378
1958 FORD 5-cwt. van, heater, roof rack, 2-ton blue, 20,000 miles, excellent condition, £350.
1955 FORD 10-cwt. van, early new engine, £180.
1952 FORD 10-cwt. van, very good condition, £145.
COOMBS COMMERCIAL (GUILDFORD), LTD. Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 804-526
FORD 5-cwt. and 7-cwt. vans, choice of several, each fitted with extras, in excellent condition.
J. BAKER AND CO. (DORKING), LTD. 273 London Rd., Staines. Staines 4211. 804-426

Ford Thames and Fordson Wanted

- WANTED** privately, one 5-cwt. van, 1957. Phone, Uxbridge 5230. 804-52
WANTED, Fords 4D and P6 trucks, vans, Lutons, tippers, Thornton and Hunter, 183 Leytonstone Rd., Stratford, E.15. Phone, Maryland 5077. 804-228
WANTED, FORD 4D, low mileage, 1954 and onwards. Church Road Motors, Ltd., Hadleigh, Essex, Phone, Hadleigh 57271. 804-487
WANTED, FORDS, 4D vans and Perkins all capacities. Chandler Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gire 2033-4. 804-520

G.M.C.

G.M.C. Wanted

- TOP** price paid G.M.C. 6 x 6 vehicles and/or parts. Box CM045, care of "The Commercial Motor," 806-7342

GUY

- 1957** GUY Warrior with Meadows engine, fitted with 21-ft. body, unladen weight 4 tons 9 cwt., in good condition.
1956 GUY Warrior with Meadows engine, fitted with 21-ft. body, unladen weight 4 tons 4 cwt., in good condition.
1956 GUY Otter with Gardner 4LK engine, fitted with 18-ft. body, in good condition.
1954 GUY Otter with Gardner 4LK engine, fitted with 17-ft. body, in good condition. Malcom and Allan, 499 Ealington St., Glasgow. South 3453. 804-532

JOWETT

- 1953** BRADFORD van, £85.
COOMBS COMMERCIAL (GUILDFORD), LTD. Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 804-529

Used Goods Vehicles (contd.)

KARRIER

- 4 X 4** unregistered low-mileage ex-W.D. trucks c/w winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-649
£250. KARRIER Bantam low-loader lorry, 11-ft. platform, new tyres, ex fire service. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 804-669

Karrier Wanted

- KARRIER** wanted, low-loader on 25 by 6, 27 by 6, or 29 by 7 tyres. Box CM320, care of "The Commercial Motor." 804-KA5759

LAND ROVER

- 1955** LAND ROVER, excellent condition, many extras, £430.
1954 LAND ROVER, in good condition, £365.
1951 LAND ROVER, low mileage engine, £275.

- COOMBS COMMERCIAL (GUILDFORD), LTD.** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 804-527

LEYLAND

- FOR** sale, several LEYLAND Octopus chassis-cabs fitted with 24-ft. platform bodies, 600-type engines, all in excellent condition, tyres as new, first registration oldest 1949, latest 1956. Apply G. C. Smith (Coachworks), Long Whaddon, Loughborough, Leics. Phone, Hathern 291-2. 804-7287
LEYLAND Comet 90, flat platform, long-wheelbase truck, first registered January, 1952, unladen weight 4 tons 4 cwt. 2 gr. 0 lb., in first-class condition throughout, 1975. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol. Phone, Bristol 77667. 804-47
DISMANTLING 1951 LEYLAND Hippo double-drive 6-wheeler, all parts available, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 804-302
1950 LEYLAND Hippo 6-wheeler, 600 engine, double-drive, 24-ft. body, very good running order, £850.
1950 LEYLAND Beaver 4-wheeler, 600 engine, good running order, £450.
1950 LEYLAND 8-wheeler, 600 engine, double-drive, 24-ft. platform body, in good running order, £950.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 804-282
LEYLAND Hippo, ex-Ministry, unregistered, £600.

- H. F. A. DOLMAN, LTD.** 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 804-333
1957 December, Comet, 20-ft. platform, numerous extras.
DUROSE GARAGE, Liverpool Rd., Newcastle, Staffs. Phone, Newcastle, Staffs, 52251. 804-403
COMET Type ECOS/4R, 1955, unladen weight 3 tons 19 cwt. 9 lb., cattle-load body by Penman, all in super condition and ready for work, £1,000.
MILBURN MOTORS, LTD., Milburn St., Glasgow. Phone, Bell 0073. 804-511

MACK

- TWO** 6 x 6 MACK, diesel, spare diesel engine, numerous spares, including front and back axles, wheels and tyres, £1,000 the lot. Kerby Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 42776. 804-329

MAUDSLAY

- THREE** unregistered MAUDSLAY 8-ton diesel trucks fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Ampthill, Bedford. 222-870
1950 Model MAUDSLAY Meritor, A.E.C. 9.6-litre engine, 16-ton double-drive 8-wheeler with Pilot heavy-duty hoist and Pilot body, exceptionally good throughout and ready for immediate service, £1,295. W.E.M. (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480; evenings, Cherrywood 4322. 804-123
1949 Gardner 4LW Mogul Mark I lorry with extra boxvan body if required, excellent all round condition, £195.
LEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 805-7333

- TWIN-STEER**, 1948, fitted with A.E.C. 7.7 engine, 20-ft. platform body, in very good condition.

MAYFAIR GARAGE (TAMWORTH), LTD.

- COLESHILL ROAD, FAZELEY, TAMWORTH, STAFFS.** Phone, Tamworth 1396-7. 804-81

- 1949** MAUDSLAY 4-wheeler with 5LW Gardner engine, 20-ft. body, in very good running order, any trial, £300. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 804-269
4LW Gardner long-wheelbase platform, good tyres, £125.
SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 804-199
1949 MAUDSLAY 8-wheeler, double drive, 9.6 engine, David Brown 557 gearbox, £375. Justice, Langley Mill 3182. Home 3625. 804-205

- MORRIS AND MORRIS-COMMERCIAL PALMERSTON OF KINGSTON.**
MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

- RELIABLE** used vehicles in stock.
PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penryn Rd., Kingston 5618. 804-160

- 4 X 4** unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, winches optional. Cundey and Stewart, Ltd. Alfreton, Derbyshire. Phone, Leabrooks 477. 222-846

- 1954** MORRIS-COMMERCIAL diesel 5-ton long-wheelbase, engine recently overhauled, fitted overdrive, £375.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 804-308

Used Goods Vehicles (contd.)

- JULY, 1955, MORRIS** 3-ton 15-ft. 6-in. platform truck, fitted headboard, cab rack and built-in side boxes, one owner, sound throughout, £375. Norwich Motor Co., Ltd., 118-120 Prince of Wales Rd., Norwich. Phone, 28811. 804-6024

- 1955** MORRIS 10-cwt. J-type van, low mileage, good condition, restamped, £300.
1957 MORRIS 15-cwt. van, low mileage, good condition, £375.
COOMBS COMMERCIAL (GUILDFORD), LTD. Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 804-530

- 1955** MORRIS Minor 3-ton van, one owner, excellent condition, written guarantee, £265. L. H. Spry and Co., Ltd., Friern Barnet Garage, Cooney Hatch Lane, N.11. 42776-8 and 8575. (Wimbledon), 804-468
1956 MORRIS 5-ton B.M.C. diesel long-wheelbase platform truck, excellent condition, £625. Norman, Ltd., Elgar 7757 ext. 42. 804-509

SCAMMELL

- SCAMMELL** 6-wheeler, 12 tons capacity, Gardner 6LW oil engine. For further details phone, Gladstone 9871. 805-7262
1956 3-ton SCAMMELL Scarab with 13-ft. drop-side straight-frame trailer, excellent condition. Delves Motors, Ltd., Prince of Wales Rd., Norwich. 804-5

- 1948** SCAMMELL 16-ton 24-ft. platform, Gardner 6LW 8-wheelers, used from new by well-known brewery, excellent tyres, mechanically very good indeed, each £695. W.E.M. (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480; after 7, Cherrywood 4322. 804-125

- 1955** SCAMMELL Scarab 3- and 6-ton mechanical horses and trailers, in good running order, £150 each.
1950 SCAMMELL rigid 8-wheeler, 40 by 8 tyres, in very good running order, £650.
1949 SCAMMELL tractor unit, brand-new cab, in good running order, £850.
SCAMMELL tandem axle trailers, 10 and 16 tonners, from £150. Also a number of other Scammells in stock.

- RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 175. 804-286
1945 SCAMMELL 24-ft. platform 8-wheeler, 6LW engine, in good condition throughout, £450.
THOMAS AND TETTER, LTD., Birmingham 0240. A station, Chesterfield. Phone, 5704. 804-262
SCAMMELL 8-wheel platform, very good condition.

- WATLING STREET GARAGE, Flamstead, near St. Albans.** Markyate 240, 420. 804-289
TWO 1946 25-ton SCAMMELL tractors, 6LW Gardner, fully floating axle, on 40 by 8 twin tyres, £650 each. Kerby Motors, New Southend Arterial Rd., Hornchurch. Phone, 42776. 804-329

- RIGID** 8 SCAMMELL 2,000-cu.-ft. Luton van, 6LW Gardner, high-speed axle, good tyres, any trial, £875. Phone, Adv 5096. 804-222

SEDDON

- HILLS.**
1957 August, SEDDON Mark 15 long-wheelbase gross 11 tons, one owner, unladen weight 3.18.84 for also new SEDDONS on stock.

- HILLS** operate a round-the-clock 24-hour service for HSEDSON. Parts despatched at any hour by post or passenger train.
HILLS GARAGES (MANCHESTER), LTD., Hill St., Manchester, 1, Phone, Central 4311. Grams, Port St. scars Manchester. 804-11

- 1956** SEDDON Mark 5L diesel drop-side truck on 8.25 by 20 tyre equipment, new 17-ft. body just fitted, unladen weight, 3 tons 4 cwt. Price, £750. For further details please write or phone, J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2300. 805-7325

- 1953** SEDDON Mark 5L, second engine fitted 60, good running order throughout, £475.
FINEFIELD GARAGE, LTD., Bath Road, West, Slough, Bucks. Phone, Slough 23391. 805-7332

- 1955** SEDDON 5L 7-ton long-wheelbase drop-side 2-speed axle, Continental cab.
GEO. H. KENDRICK, LTD., Carters Green, West Bromwich 0778. 804-176

- 1953**, Partially damaged SEDDON Mk. 5L van, engine, gearbox, front and rear axles undamaged, complete with all accessories, wheels and tyres as new, £250 or near offer.
COVENTRY AND JEFFS, LTD., Stafford St., Bristol. 3, Phone 6-4661. 804-26

- 1951** SEDDON diesel Mark 5 drop-side 7-tonners, alloy body
1954 SEDDON diesel Mark 5 drop-side 7-tonner, repainted, good tyres and condition, to clear.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16, Edgbaston 4501-5. Grams, "Diesel." 804-131

- 1953** SEDDON P6 boxvan, choice of three.
1949 SEDDON 6-ton P6 flat platform, £195.
SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham 26. Phone, Sheldon 4386-7-8. 804-198

- 1955** (Late) 30-cwt. SEDDON van with large van body, 320 cu. ft., £325. Thomas Allport, Ltd., Penistone Rd., North, Sheffield, 6. Phone 343985. 805-7354
1955 SEDDON twin-ran tipper, 900 by 20 tyres, 15-ft. wooden body, in sound condition, £700.
1952 SEDDON articulated, £475. West Town Diesels, Broad Street Garage Dewsbury. Phone 3504. 804-464

SENTINEL

- 1951** SENTINEL direct-injection truck on 9.00 by 20 tyre equipment, fitted with 20-ft. timber body, adaptable to drop sides, unladen weight 4 tons 8 cwt., price £600.
FOR further details please write or phone, J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 805-7326

- 1955**, August, SENTINEL DV46 6-wheeler flat truck or drop-side, 9.00 by 20 tyres, excellent condition throughout, fitted heater and wipers, low mileage, £1,350 o.n.o. Upton Brick Works, Ltd., Upton, Poole, Dorset. Phone, Lytchett Minster 444. 805-7317
SENTINEL 12-ton 6-wheeler with heater, in good running order, good tyres, repainted, £395. Victory Motor Co. (Bristol), Ltd., Temple Gate, Bristol 9-313. 804-92

- 1955** SENTINEL light 6-wheeler, 22-ft. drop-sided platform, first-class condition throughout, well maintained, one owner, view by appointment, still operating, £1,300. F. Wardell (Haulage), Ltd., Lymm (Cheshire) 109. 804-249

Used Goods Vehicles (contd.)

STANDARD

1957 6-cwt. van, exceptionally clean, plain dark blue. Brew Bros. Ltd. Fre 3333. 804-148
1956 STANDARD 7-cwt. van, one owner, low mileage. 225-651
J. BAKER AND CO. (DORKING), LTD. 273 E. London Rd., Staines. Staines 4211. 804-425

THORNYCROFT

4 X 4 unregistered ex-W.D. trucks, very good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 225-651
1947 (Peawortham), Ltd., Middleton Rd., Middleton, Morecambe. Phone, Heysham 738. 805-731

HILLS.
1952 THORNYCROFT Trident chassis-cab with separate boxvan body, length 15 ft. 10 in., width 6 ft. 5 in., height 7 ft. 3½ in., unladen weight 4,550, one owner. 804-411
HILLS GARAGES, Port St., Manchester. Central 804-12

1951 THORNYCROFT Trident diesel tipper with 5-cu.-yd. calibrated timber body and underfloor gear, Michelin C50 tyre equipment, in excellent condition, unladen weight 4 tons 4 cwt., price £750. For further details please write or phone J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 805-732

1954 THORNYCROFT 8-wheeler double-drive, air new, very clean and in good running order, £1,250, any trial. Terms and exchange. **DUSH GREEN MOTORS, Langley, Hitchin, Herts.** R. Sevenage 175. 804-280

1948 THORNYCROFT Sturdy diesel 7-ton long-wheelbase drop-side truck, reconditioned engine and gearbox, tyres in excellent condition, ready to go straight to work, for quick sale, £225; H.P. terms arranged. Iver 947. 804-292

TROJAN

Trojan Wanted

WANTED, TROJAN low-mileage models, 1955 onwards Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 804-448

VULCAN

1952 VULCAN articulator with 18-ft. trailer, two-speed axle, reconditioned P6 1959, first-class working order, clean and well maintained unit, Scammell coupling, £550 option telescopic loader, £75 extra. B. H. Craft, Mill Lane Cheltenham Rd., Evesham 6465. 804-7264

HILLS.
1949 VULCAN P6 diesel long-wheelbase van, 5 ft. 7 in. high, one C. licence owner, order wanted to clear. 804-411
HILLS GARAGES, Port St., Manchester. Central 804-13

VULCANS. Three long-wheelbase 5-6-ton vehicles, two 1948, one 1949; all in very good mechanical condition, P6 engines, tyres reasonable, £500 the three. **COVENTRY AND JEFFS, LTD., Stafford St., Bristol.** 3. Phone 6-4661. 804-22

1947 VULCAN P6 long-wheelbase truck, very clean, good working order, £150. Edgware 2572. 804-239

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THE MILLBURN ORGANIZATION,

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NEW ALBION MODELS.

CALEDONIAN 8-wheeler.
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CLYDESDALE, Chieftain and Claymore 4-wheelers.

NEW Thames Traders, petrol and diesel powered, 4- and 6-cylinder engines, 5 cwt. to 7 tons.
NEW York Trainers, 8 tons upwards, single and tandem axles.
1956, June, B.M.C. 7-ton long-wheelbase diesel 16-ft. 6-in. platform lorry, 9.00 by 20 tyres, 2-speed axle, power steering exceptionally fine order throughout, including paintwork and tyres.
1955, September, SEDDON P6 long-wheelbase platform lorry, 5-speed box, 2-speed axle, excellent condition, including tyres.
1954 ATKINSON 4LK unit long-wheelbase platform body, good mechanical and body condition.
1954 ALBION Clydesdale, 21-ft. platform body, very fine order throughout, only needs seeing.
1952, September, 10-cwt. VANGUARD van, new differential, newly painted, all good tyres.
1949 MAUDSLAY Meritor 8-wheeler chassis and cab, 9.6 A.E.C. unit.
1948 SEDDON P6 platform lorry, good order.
1948 ALBION FT3 (petrol) long-wheelbase platform lorries, bodies very clean and fresh, excellent condition. Choice of several. Excellent vehicles for coal merchants.
1939 LEYLAND Beaver lorries, trailer models, with or without crane or Dyson drawbar trailers; also a number of 16-ft. 6-in. containers.

FORK-LIFT TRUCKS.

FORK-LIFT trucks; 3,000- to 6,000-lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton Mobile crane, electrically operated with Perkins P4 diesel unit mounted on 4-wheel chassis, all in new condition. SEE Auctioneers announcements.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON, PRESTON.

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Used Goods Vehicles (contd.)

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OFFER FOR SALE

BIRMINGHAM, 13.

GREAT HAMPTON STREET,

CEN 8411.

1950 MORRIS 5-ton tipper, £50.

1956 BEDFORD van, £275.

1950 SENTINEL 8-ton drop-side, D.I. diesel engine, £375.

1954 BEDFORD 7-ton diesel drop-side, £550.

1951 BEDFORD 5-ton drop-side, £175.

1949 FORD 2-3-ton drop-side, £50.

1956 AUSTIN A40 van, very good condition, £315.

1953 BEDFORD 5-ton tipper, petrol, £300.

MANCHESTER, 15.

OLYMPIA, CHESTER ROAD,

BLA 6677.

1958, June, 30-cwt. COMMER forward-control diesel super-capacity van, painted grey, excellent condition, used for demonstration only, mileage 8,000, cost £1,030, £895.

1951, December, AUSTIN 25-cwt. 3-way loader van, painted 2-tone blue, good tyres, good condition, new engine, fitted August, 1958, £150.

1952, September, COMMER 25-cwt. super-capacity van, painted 2-tone blue, good tyres, good condition, new engine fitted July, 1958, £150.

1953, November, AUSTIN 5-ton Loadstar 18-ft. platform lorry, painted red, excellent condition, £175.

1955, November, 25-cwt. COMMER forward-control van, painted black, good tyres, £325.

1957, March, BEDFORD 7-ton drop-side, fitted Leyland Comet engine, 60,000 miles, painted blue, good tyres, excellent condition, £1,100.

MAIDSTONE.

LEN ENGINEERING WORKS,

PHONE 3333.

1958 AUSTIN A35 van, petrol, black, £375.

1955 FORD Thames P6 drop-side truck, diesel, brown, £300.

1955 FORD 4D platform truck, diesel, blue, £425.

1957 STANDARD light pick-up, petrol, grey, £350.

LATE 1958 COMMER 5-ton platform truck, diesel, blue, low mileage, £1,295.

1957 COMMER 7-ton platform, diesel, green, £1,385.

ROCHESTER.

HIGH STREET,

CHATHAM 42231.

1945 FORDSON 4-ton van, brown, one owner, £65.

1950, November, Bradford van, green, mechanically sound, good tyres, £159.

1957, COMMER Cob van, green, one owner, good condition, heater, £399.

1947 DODGE Luton van, blue-grey, good body and good running order, £125.

1955, MORRIS commercial van, fawn, one owner, exceptional condition, unwritten, £350.

1953, MORRIS van, maroon-silver, very good condition, £365.

1948 BEDFORD van, brown, mechanically sound, £85.

CANTERBURY.

THE PAVILION,

PHONE 3232.

1957 COMMER Cob van, fitted passenger seat, £395.

1953 MORRIS Cowley van, resprayed green, £295.

1945 BEDFORD 2-3-ton cattle truck, £125. 804-230

BROWNHILLS MOTOR SALES.

Phone, BROWNHILLS 2307, 2336 and 2392.

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ALL MODELS FOR IMMEDIATE DELIVERY.

24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

1958 MORRIS Minibus.

1956 LEYLAND Octopus, long-wheelbase, air brakes.

1956 LEYLAND Steer, long-wheelbase, air brakes.

1957 COMMER TS3 long-wheelbase chassis-cab.

1956 DODGE long-wheelbase, fitted 2-speed axle.

1955 BEDFORD 7-ton, long wheelbase.

1954 BEDFORD 7-ton short-wheelbase tipper, fitted steel body.

1950 BEDFORD cattle truck, £150.

1951 ALBION 6-wheeler, fitted new 21-ft. body, unladen weight 4 tons 12 cwt.

1956 LEYLAND Comet forward-control long-wheelbase flat.

1958 BEDFORD 7-ton long-wheelbase drop-side body, 2-speed axle.

1950 BEDFORD 4-ton tipper, petrol.

1958 BEDFORD 15-cwt. van.

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FERRARIS OF CRICKLEWOOD, L. TD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

BEDFORD.

1956 BEDFORD 10-12-cwt. van; choice of several.

1953 BEDFORD 7-ton long-wheelbase platform truck with Leyland engine.

B.M.C.

1957 MORRIS J2 15-cwt. van, choice of two.

1956 B.M.C. 5-ton diesel forward-control platform truck.

1951 AUSTIN 25-cwt. van, also truck version available.

DODGE.

1956 DODGE 5-ton 106A diesel truck, choice of two.

1953 DODGE 5-ton short-wheelbase petrol tipper.

1952 DODGE 124A P6, short wheelbase, Scammell attachment tractor unit.

FORDSON.

1955 FORDSON 5-cwt. van; choice of several.

1956 FORDSON 7-cwt. van; choice of several.

1954 FORDSON 10-cwt. gown van; choice of several.

JENSEN.

1949 Long-wheelbase platform truck, P6 diesel engine.

MAUDSLAY.

1946 MAUDSLAY 7-ton platform truck with 4LK Gardner engine.

SEDDON.

1952 SEDDON 7-ton long-wheelbase alloy-bodied platform truck, P6 diesel engine.

1952 SEDDON 7-ton 6-cu.-yd. steel-bodied tipping truck. 804-150

BEECH'S GARAGE (HANLEY), L. TD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW E.R.F. 8-wheeler, 6LW, double drive, 9.00 by 20 tyres, chassis and cab, bodywork to requirements. **A.E.C.** Matador 4 by 4 fixed-side lorries, ex W.D., power-operated winch, 13.50 by 20 tyres in excellent condition, choice of two.

1958 LEYLAND Beaver, 19-ft. 6-in. drop-side body, 10.00 by 40 tyres, full air pressure brakes, in very good condition.

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1951 E.R.F. 4-wheeler, 5-cylinder engine, 18-ft. drop-side body, air pressure brakes, 9.00 by 20 tyres, in good condition.

1952 FORD E10 short-wheelbase, Anthony hoist, steel-bodied tipper, on 7.50 by 20 heavy-duty tyres, P6 engine, in very good condition.

1948 ATKINSON 8-wheeler, double-drive axle, 24-ft. drop-side body, 40 by 8 tyres, in very good condition.

1956 A.E.C. Mercury, 21-ft. alloy platform body, 9.00 by 20 tyres, in first-class condition.

1957 BEDFORD 7-tonner, 17-ft. platform body, 9.00 by 20 tyres, R6 engine, in very good condition.

1957 BEDFORD 7-ton end-hydraulic tipper 15-ft. tipping body, 2-ft. 6-in. fixed sides, R6 engine, in very good condition.

1957 COMMER TS3, fitted Boyes extension, 9.00 by 20 tyres, 21-ft. panel drop-side body, in excellent condition.

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SEDDON Mk. 5L long-wheelbase tipper, 1956, Eaton 2-speed axle, 9.00 by 20 tyres, £980.

SEDDON Mk. 5510 tipper, 1956, new engine recently fitted, tyres good, £975.

COMMER TS3 1955 long-wheelbase tipper, 7-tonner, tyres good, £950.

COMMER TS3 tipper, 1955, 7-tonner, tyres fair, £925.

SEDDON 6-ton tipper, 1958, Bedford engine, one owner, £895.

SEDDON 7-ton tipper, 1957, diesel, very clean, £850.

DODGE 144AR6 tipper, 1954, tyres reasonable, a clean vehicle, £850.

COMMER diesel tipper, 1954, reasonably clean, £595.

DODGE 103AP6 tipper, 1951, new engine recently fitted, tyres fair, £395.

LONG WHEELBASE TRUCKS.

GUY Otter 1953 long-wheelbase truck, alloy body, P6 engine, Eaton 2-speed axle, £500.

DODGE 1949 petrol long-wheelbase drop-side, wooden body, £175.

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- 1958 7-ton forward-control drop-side or platform lorry, fitted power steering, Eaton axle, diesel, painted green, low mileage. Offers.
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- 1956 3-ton forward-control drop-side lorry, diesel, painted blue, in first-class condition. Offers.
- 1954 3-ton normal-control drop-side lorries, diesel. Choice of two. Offers.
- 1958 10-cwt. normal-control drop-side lorry, painted red-grey, 4,000 miles only. Offers.
- 1954 LD2 Wadham conversion, 16-seater, personnel carrier painted blue, in first-class condition. Offers.
- 1955 J1 10-cwt. forward-control truck. Offers.

MORRIS tipper.

- 1954 Normal-control short-wheelbase high-side tipper lorry, diesel, one owner, first-class condition. Offers.

BEDFORD.

- 1953-54 7-ton forward-control long-wheelbase drop-side lorries, petrol. Choice of two. Offers.

COMMER.

- 1949 6-ton forward-control long-wheelbase drop-side lorry, QX underfloor engine. Offers.

FORD.

- 1955 5-ton normal-control long-wheelbase platform lorry, P6 diesel, in first-class condition. Offers.

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AVAILABLE FOR EARLY DELIVERY.

- 1958 AUSTIN A55 10-cwt. pick-up truck, 14,000 miles, £495.
- 1957 BEDFORD Utilibrakes, low mileage, choice of two, £435 each.
- 1955 DODGE 6-ton tipper (Model 103 P6) with light alloy body and hollow plank construction, Pilot twin underbody gear, £825.
- 1955 BEDFORD S-type petrol tipper with steel bodies in good condition, choice of two, £445.
- 1954 BEDFORD CA vans, choice of two.
- 1952 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 60% new, first-class condition, £280.
- 1950 COMMER 25-cwt. van, £100.
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WHALEBONE MOTORS, L. TD., OFFER:

- A.E.C. 8-wheeler, 9.6 engine.
- E.R.F. 8-wheeler, Gardner 6LW engine.
- FODEN 8-wheeler double-drive, Gardner 6LW engine.
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- 1954 FORD Thames 8-ton Sussex 6-wheeler, with Perkins P6 engine.
- 1954 PERKINS Stork diesel 3-ton van, one owner, £415.
- 1953 BEDFORD 8-ton Scammell unit, petrol, £245.
- SELECTION 10-12-cwt. vans, Dormobiles, etc. 804-157

Used Goods Vehicles (contd.)

W. JONES (MANCHESTER), L. TD.,

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AGENTS FOR ALL ATKINSON VEHICLES.

- 1958 September, LEYLAND Super Comet, 17,000 miles, vehicle as new, £2,175.
- 1958 FORD 4D Trader, chassis and cab suitable for Luton body, £925.
- 1958 BEDFORD 5-ton A-type, 300 engine, tyres as new, new condition, £895.
- 1957 (Late) BEDFORD 7-ton 300 engine, 17-ft. flat, 825 by 20 tyres, all good, perfect condition, £895.
- 1957 MORRIS J2 van, 15-cwt., new look, very clean, £450.
- 1957 BEDFORD 5-ton D/S truck, Perkins P6 engine, very good, only needs seeing, £725.
- 1956 B.M.C. Luton van, brand-new engine and clutch, under 3 tons, 1,450 cu. ft. approximately, 700 by 20 tyres, very good, Marlow body, excellent condition, £795.
- 1956 COMMER TS3 artic., 25 ft., new Scammell trailer, used on trade plates, unregistered, £1,500.
- 1956 October, BEDFORD 7-ton R6 diesel tipper, U-body, very clean, excellent mechanical condition, well tyred, choice of two, each £715.
- 1956 COMMER TS3 Diesel tipper, sound condition, £1,075.
- 1956 BEDFORD CAV van, 10-cwt., very clean, £285.
- 1956 COMMER TS3, 18-ft. 6-in. flat, 900 by 20 tyres, £995.
- 1955 December, AUSTIN A40 gawn van, £425.
- 1955 BEDFORD Luton van, petrol, 850 cu. capacity, £495.
- 1955 DODGE 7-tonner, very clean machine, £575.
- 1954 BEDFORD A-type diesel artic., with new 25-ft. Scammell trailer, very clean outfit, £875.
- 1954 MORRIS LDI personnel carrier, 12 seats, 12,000 miles only, £415.
- 1954 October, BEDFORD Luton van, P6 engine, £850.
- 1954 September, BEDFORD 30-cwt. van, A type, petrol, £395.
- 1954 BEDFORD boxvan, separate cab, A-type petrol, platform loader, £395.
- 1950-51 MORRIS diesel Luton vans, choice of three, 14,000 cu. ft., Bonalac aluminium bodies, under 3 tons unladen, mechanically perfect, each £450.
- 1955 COMMER Luton van, 990-cu.-ft. Homalloy body, Perkins P6, turnout as new throughout, £595.
- TRAVELLING shop on 1955 COMMER extended chassis, new fixtures, counters, etc., £495.
- 1954 SEDDON, Perkins P4 diesel, 3-4-tonner boxvan, Homalloy body, very clean, choice of two, each £415.
- 1956 AUSTIN short-wheelbase tipper, Homalloy, B.M.C. diesel, mechanically perfect, choice of two, each £695.
- 1956 LEYLAND Comet chassis and cab, all new tyres, very good condition throughout, £365.

SUPER BARGAINS TO CLEAR.

- 1954 December, BEDFORD Dormobile, immaculate, £300.
- 1954 BEDFORD 7-ton diesel, flat, £325.
- 1948 BEDFORD truck, £50

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- E.R.F. 1953 (late) 4-5G, in clean condition, 9,000 by 20 tyres, 18-ft. drop-sided body.
- ALBION Chieftain 1952, coach-built cab, 17 ft. 6 in. flat platform body, 8.25 by 20 tyres, all good.
- BEDFORD 1957 S type, R6, 7-tonner, flat platform, 9,000 by 20 tyres, one owner.
- DODGE 1956 7-tonner, R6 engine, 9,000 by 20 tyres, drop-side body.
- DENNIS 1953 Centaur, 51-litre engine, 17-ft. 6-in. flat platform body.
- SEDDON 1954, P6 engine, long-wheelbase, flat platform lorry.
- SEDDON 1947, P6 engine, long-wheelbase drop-side body.
- BEDFORD 1954, S type, 7-ton short-wheelbase tipper.
- U-shaped steel body.
- BEDFORD 1953 S type, Perkins P6, tractor chassis, cab, P Scammell coupling.
- FODEN 1955 8-wheeler, 6LW engine, double-drive, 24-ft. body.
- THORNYCROFT 1945 Sturdy, petrol, £50 to clear.

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WEYBRIDGE AUTOMOBILES L. TD.,

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Weybridge 2233.

- 1957 BEDFORD 10-12-cwt. van, blue, good tyres all round, 36,000 miles, heater, good condition throughout, £350.
- 1951 BEDFORD 30-cwt. van, blue, 3-way loader, good condition, £125.
- 1947 AUSTIN 2-ton drop-side truck, condition very good, bodywork sound, engine very good mechanically, £80.
- 1956 AUSTIN A152 Omnivan, one owner, good mechanical order, painted blue and white, £400. 804-235

Used Goods Vehicles (contd.)

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A SMALL SELECTION OF THEIR

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VANS.

- 1957 MORRIS 15-cwt. J2-type, painted two-tone, very good condition, £425.
- 1958 FORD Thames 7-cwt van, all extras, £375.
- 1956 FORD Thames 10-cwt. van, in good condition, £240.
- 1956 FORD Thames 7-cwt. van, all extras, resprayed, good condition, £350.
- 1956 BEDFORD 10-12-cwt., painted yellow, good condition, £325.
- 1956 AUSTIN 10-cwt., painted black, good condition, £295.
- 1952 STANDARD 12-cwt. painted blue, good condition, £195.

TRUCKS.

- 1958 Late FORD Thames 15-cwt. truck, low mileage, fitted with hoops and canvas, taxed, exceptional condition, £595.
- 1956 FORD Thames 3-ton long-wheelbase drop-side 4-cylinder diesel, good condition, £565.

TIPPERS.

- 1952 December, FORD Thames short-wheelbase 5-ton P6 diesel, 500 miles on new engine, reinforced heavy-duty chassis, chassis-cab, £295.
- 1953 February, FORD Thames short-wheelbase 5-ton P6 diesel, 6,000 miles only new engine, reinforced heavy-duty chassis, chassis-cab, £275.
- 1953 Thames P6 diesel, Anthony 5-cu.-yd., good condition, £425.

UTILITIES.

- 1956 BEDFORD Utilibrake, resprayed 2-tone, very good condition, £425.

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- 1956 MORRIS 5-ton (B.M.C.) diesel forward-control 17-ft. 6-in. flat platform, 8.25 by 20 (12-ply) tyre equipment, helper springs, small mileages, one owner, immaculate, £985.
- 1953 MORRIS 5-ton diesel normal-control long-wheelbase end tipper, £300.
- 1957 BEDFORD Utilibrake 12-seater, heater, 2-tone blue, £450.
- 1958 AUSTIN 4-ton long-wheelbase mobile shop, side entrance, 8,000 miles, completely equipped, new price £1,980, bargain at £1,600.
- NEW MORRIS LD20 30-cwt. van, diesel, list price £969 17s. 10d.
- NEW MORRIS LD2 30-cwt. petrol travelling shop, extended chassis, luxuriously equipped as general, cold-storage unit, 5-cu.-ft. conservator, painted and lettered to requirements, £1,500.
- NEW MORRIS LDI 20-cwt. van, petrol, £798 16s. 4d.
- NEW MORRIS J2 15-cwt. large-capacity van, 300 cu. ft., fibreglass roof, inside dimensions—length 9 ft. 2 in., height 6 ft. 10 in., width 5 ft. 7 in., painted, £760 17s. 8d. 804-07310

SMART AND BATTY, L. TD.,

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MORRIS-COMMERCIAL AGENTS.

- 1955 BEDFORD 7-ton short-wheelbase tippers, alloy bodies, Perkins R6 diesel, in very good condition.
- NEW MORRIS-COMMERCIAL 7-ton 12-ft. 6-in. wheelbase all-steel tippers, B.M.C. 5.1-litre diesel. 805-7313

USED UNITS.

- 1950 VULCAN 6PF, P6 engine, 18-ft. platform body.
- 1944 ATKINSON 6-wheeler, double drive, 6LW engine, 5-speed box.
- 1949 KARRIER Bantam tipper, hydraulic brakes.
- 1948 COMMER Commando 30-seater coach, petrol engine, good condition.
- 1942 LEYLAND TSC18 Twin Steer, 20-ft. platform.
- 1946 THORNYCROFT TR6 tractor and trailer 22 ft. 6 in.
- 1954 GUY Otter, 18-ft. 6-in. platform, 4LK engine.
- 1951 KARRIER Bantam short-wheelbase tipper, hydraulic brakes.
- 1952 FORD Sussex, P6 engine, 20-ft. platform body.
- 1953 GUY Otter, P6 engine, 15-ft. platform body.
- 1956 ALBION Reiver, O350 engine, 22-ft. platform.
- 1944 ATKINSON 8-wheeler, double drive, long-wheelbase chassis and cab.
- 1952 BEDFORD 2-ton Luton van; choice of three.

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A.E.C. Mustang chassis and cab, takes 21-ft. body, £3,612.
A.E.C. Mercury long-wheelbase, takes 21-ft. body, £3,025.
A.E.C. Mercury Mark II tractor unit, fitted with knock-out axle, £4,342.
A.E.C. Mercury Mark I tractor unit, complete with 10-cwt. West Midland licence expires October 31, 1959.
GUY Otter, 1953, P6, 2-speed axle, fair condition, £3,351 15s. 6d.
BEDFORD 7-ton short-wheelbase square-body tipper, Leyland engine, choice of two, £2,000 each.

SPECIAL A-LICENCE VEHICLES.

BEDFORD 1957 Boys trailing-axle 6-wheeler, R6 engine, platform body, good condition throughout, 4 tons 10 cwt. West Midland licence expires October 31, 1959.
GUY Otter, 1953, P6, 2-speed axle, fair condition, £3,351 15s. 6d.
GUY 3 tons 19 cwt., Western Area licence expires March 24, 1961.

LONG WHEELBASE.

E.R.F. 1954 twin-steer, 5LW, 21-ft. drop-side wood body, one owner, fitted with 10.00 by 20 tyres, in exceptional condition, £2,250.
BEDFORD 1957 Boys rig 6-wheeler, exceptionally good condition throughout, £1,700, choice of two.
ALBION 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £1,200.
A.E.C. Mammoth Major 1947 8-wheeler, 7.7 engine, 2-speed model, aluminium platform body, wood floor, exceptionally well-maintained vehicle in good, clean, ready-to-work condition, £900.
LEYLAND Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £800.
BEDFORD 1954 long-wheelbase, R6, good condition throughout, choice of two, £700.
GUY Otter, 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £350.
BEDFORD 1954 A-type P6 long-wheelbase double-drop-side, one owner, good condition, tyre fair, ready for work, £550.
BEDFORD 1954 long-wheelbase truck, fitted with Meadows cylinder diesel engine, good condition throughout, £475.
SEDDON 1953 P6 long-wheelbase platform, fair condition throughout, £450.
FORD 1956 D long-wheelbase double-drop-side, £450.
BEDFORD 1953 A-type 5-ton petrol, standard long-wheelbase platform, one very careful owner since new, £400.
SEDDON 1948 long-wheelbase, Gardner 4LK engine, very good condition throughout, £400.
GUY Otter 1953, P6, 2-speed rear axle platform body, clean machine and good mechanical condition, £400.
LEYLAND Comet, 1948, long-wheelbase platform, £350.
FORD 1937 8-wheeler, platform, Gardner 6LW diesel engine, £325.
BEDFORD 1951 7-ton long-wheelbase platform, petrol engine, £325.
MAUDSLAY, 1948, A.E.C. 7.7 engine, twin-steer platform body, fair condition, £250.
SEDDON 1947 P6 long-wheelbase double-drop-side, £200.
ALBION 1947 6-ton long-wheelbase drop-side, Perkins P6 diesel engine, £100.
THORNYCROFT 1949 long-wheelbase, diesel engine, good condition, £100.
VULCAN 1949 long-wheelbase platform, Perkins P6 diesel engine, £100.
COMMER 1951 long-wheelbase platform, Commer petrol engine, £50.
BEDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft. in primer, £1,000.

TRAILERS AND ARTICULATED.

E.R.F., 1946, Gardner 5LW, complete with new long-wheelbase and Tasker 14-ton platform tandem-axle semi-trailer, all E.C. coupling, will split the tractor unit is a well-known C licence operator, is in outstandingly good condition, complete outfit, £3,000.
DYSON new 15-20-ton low-loading semi-trailer, 20 ft. in self, vacuum brakes, £1,555.
YORK new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.
ALBION 1951 4-cylinder diesel, 25-ft. Carrimore close-coupled semi-trailer, £675.
TASKER platform double-axle semi-trailer, air brakes, modern trailer in exceptionally good condition, Tasker coupling, £600.
CARRIMORE 12-ton 25-ft. platform trailer, exceptionally good condition, air brakes, S.A.E. coupling, £450.
LDERSLEY 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar knock-out axle, £350.
B.T.C. 20-ft. boxvan semi-trailer, B.T.C. coupling, £125.
TASKER 20-ft. boxvan semi-trailer, B.T.C. coupling, £125.
BEDFORD-SCAMMELL 1948 tractor unit, choice of two, £100 each.
BEDFORD 1947 Scammell tractor unit, £50.

TIPPERS.

MAUDSLAY 1949 8-ton tipper, A.E.C. 7.7 engine, quite good condition throughout, £600.
BEDFORD 1955 5-ton A-type petrol tipper, Telehoist underbody tipping gear, steel body, one-owner machine in exceptionally good condition throughout, £450.
BEDFORD 1957 7-ton short-wheelbase tipper, R6 diesel engine, new tyres, £650.
AUSTIN 1955 5-ton steel-body petrol tipper, clean condition, £425.
COMMER 1952 P6 standard wood body tipper, £400.
BEDFORD 1953 petrol 5-ton steel body, excellent condition throughout, £250.
DODGE 1953 P6 long-wheelbase wood body tipper, 2-speed axle, £750.
MAUDSLAY, 1948, Pilot tipping gear and wood body, 4LW Gardner engine, £400.

(Continued in next column)

Used Goods Vehicles (contd.)

VANS.

BEDFORD 1956 10-12-cwt. Utility van, Bedford petrol engine, £349.
LAND-ROVER 1952 88-in. wheelbase, petrol, £275.

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VAUXHALL AND BEDFORD MAIN DEALERS.
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines). 804-67

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Waltham Cross 2275-7.

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NEW BEDFORD 15-cwt. H.D. CAV van.
NEW LAND ROVER 88-in. wheelbase, petrol, standard.
1952 BEDFORD 5-ton truck, rebuilt, as new.
1955 B.M.C. 5-ton, diesel, long-platform truck, excellent condition, 36 by 8 tyres.
1951 FODEN DG 6-12 platform.
1954 FODEN FE 6 platform, 12-ton, 6-wheel.
1952 AUSTIN 10-cwt. van.
1957 AUSTIN A35 van.
1951 FORD 5-cwt. van, reconditioned and painted.
1950 FODEN FG 6-12-ton 6-wheel truck.
1953 SEDDON diesel truck. 804-65

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OFFER:—

1958 Trader long-wheelbase truck, 6D, in excellent condition.
1956 COMMER TS3 10-ton articulated unit with trailer, new engine recently fitted.
1956 AUSTIN 5-ton tipper, B.M.C. diesel, wooden body, in good condition.
1955 BEDFORD 7-ton short-wheelbase tipper, steel U body, good condition.
1955 BEDFORD 5-ton short-wheelbase tipper, steel body, good condition.
1955 DODGE 6-ton tipper, 8-cu.-yd. wooden body, Eaton axle.
1953 FORD Thames 5-ton long-wheelbase truck, in excellent condition.
1948 AUSTIN ex-W.D. 6-wheel double-drive truck, in excellent running order.

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TWO 1955 A.E.C. single-drive 8-wheel tippers, 9.6-litre engines, Pilot U7 underbody tipping gear, 21-ft. wooden bodies on 9.00 by 20 tyres; can be inspected working.
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1955 July, DODGE tipper, long-wheelbase diesel, drop-side body, twin front-end tipping gear, low mileage and in exceptional condition.
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1951 August, DODGE long-wheelbase tipper, drop-side body, twin-ram front-end gear, in exceptional condition.
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- 1953** ATKINSON 8-wheel 22-ft. hydraulic tipper, drop-sided, 40 by 8 tyres, choice of two.
- 1946** ATKINSON 8-wheel double-drive, 21-ft. hydraulic tipper.
- 1950** FODEN 8-wheel double-drive, fitted new 22-ft. alloy body and tipping gear.
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- 1954** BEDFORD A-type 600 cube van, petrol engine.
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- 1957** ATKINSON TS1065 (Gardner 5LW) 10-12-ton 6-wheel Twin Steer alloy tipper.
- 1957** ALBION Chieftain FT37L diesel 6-7-ton 4-wheel Milshaw tipper, 15-ft. alloy body.
- 1956** LEYLAND Octopus (9.8-litre) 8-wheel double-drive 24-ft. platform, 9.00 by 20.
- 1956** SEDDON (Perkins P6) 6-7-ton 4-wheelers, Milshaw tippers, choice two.
- 1956** LEYLAND Twin Steer (9.8-litre) 6-wheel Milshaw twin-ram alloy tipper, 20-ft. body.
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- 1955** BEDFORD Octopus (Perkins P6 diesel) 4-wheel tractor, S.A.E. fifth-wheel coupler.
- 1954** ALBION HD57L 9.6-litre 8-wheeler, Northern special A, 7 1/2 tons, expiry October, 1960.
- 1954** ATKINSON TS1065 (Gardner 5LW) 10-12-ton 6-wheel Twin Steer 21-ft. drop-sider.
- 1954** BEDFORD 8-type (Perkins R6 diesel) 7-ton 4-wheel 16-ft. platform, exceptional condition.
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- 1953** A.E.C. 8-wheeler with special A licence.
- 1949** LEYLAND Comet 6-wheeler.
- 1956** BEDFORD 30-cwt. Luton van.
- 22** -FT. artic. trailers, Scammell couplings.

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- 1944** E.R.F. Model C15, 18-ft. platform, 5LW Gardner, excellent condition.
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SIGNED BY A DIRECTOR OF THE COMPANY.

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- 1952** BEDFORD 5-ton P6 van, 14 ft. 7 in. by 7 ft. high.
- 1956** GUY Otter 4LK, 17-ft. alloy platform body.
- 1954** FODEN 2-stroke, 18-ft. timber flat.
- 1954** LEYLAND Comet, normal control, fitted 18-ft. timber flat.
- 1958** AUSTIN 3-ton diesel, normal control, fitted 14-ft. 3-in. timber flat.
- 1950** AUSTIN A40 high-body van.
- 1953** SEDDON P6, 15-ft. 9-in. timber flat.
- 1954** BEDFORD R6 7-ton 16-ft. timber double-drop-side body, reconditioned engine.
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- 1955** December, MORRIS diesel 1-ton van, £495.
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- 1955** SEDDON short-wheelbase tipper, 6-cu.-yd. wood body.
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- 1950** LEYLAND Comet drop-sided lorry.

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- 1952** BEDFORD 1,400 c.c. pantechicon.
- 1952** BEDFORD 3-ton boxvans.
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- 1956** BEDFORD 10-cwt. van.
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- 1957** BEDFORD 12-seater Utilibrake.

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E.R.F. 6LW, 5-speed, double-drive 8-wheeler.
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A.E.C. Mercury Mark II chassis and cab, fitted stabilizer.
FODEN 8-wheel 6LW double-drive chassis and cab.
FODEN 4-wheeler, latest 2-stroke, to take 22-ft. body.
ALBION Chieftains, fitted roller springs, 9.00 by 20 tyres, chassis and cabs, 19-ft. flats.
LEYLAND Super Comets.
LEYLAND Comets, 20-ft. flats.
E.R.F. 4.4 (G).
FODEN 8-wheel tipper.
A.E.C. 9.6 8-wheeler double-drive chassis and cab.
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A Number of cheap 8-wheelers, including E.R.F., A.E.C., etc., from £500 each.

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1948 DENNIS tipper.
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1951 SENTINEL 6-wheeler, direct-injection engine.
1948 DENNIS, fitted 22-ft. 6-in. body, double drive.
1947 DENNIS, fitted Boys extension.

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1950 MAUDSLAY twin steers, chassis and cab, choice of two, £500 each.
1948 MAUDSLAY, fitted 7.7, 5-speed box, choice of four.

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1951 ALBION HD, fitted with trailer equipment, all new tyres, in first-class condition.
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1955 ALBION Clydesdale.

OVER 50 4-wheelers to choose from.

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1943 SCAMMELL, ex petrol company.
1942 SCAMMELL 6LW 45-tonner.
A Number of all types of trailers.

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1955 SEDDON, R6, fitted with 22-ft. Carrimore trailer.
ALL classes of articulated and 4-wheeled trailers.
SPARES for all types E.R.F., A.E.C., Foden, including engines, 7.7, Perkins P6, Perkins R6, 4, 5 and 6LW, 9.6 A.E.C.
DIFFERENTIALS and gearboxes for all models, cheap to clear.
OVER 200 vehicles actually in stock from 1939 to 1958.

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1958 15-cwt. Thames builders' truck, customer exchanging to larger FORD truck, new price £620, a bargain, £495.
1957 BEDFORD 6-ton diesel truck, reconditioned engine new body, excellent tyres, painted green, in first-class order throughout, £950.
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BRAND-NEW COMMERCIAL T3, Albion Chieftain, Bedford and similar 7-10-ton long-wheelbase lorries, with special (A) licences, East Midlands, North West, Metropolitan, South Eastern and Yorkshire area.
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1950 DODGE diesel 6-7-ton long-wheelbase lorry, clean condition, with special (A) licence 3 tons, Yorkshire area, £1,350.
1955 LEYLAND Comet forward-control 8-10-ton long-wheelbase lorry, 20-ft. platform, immaculate condition, appearance as brand new, only £1,375.
1955 ALBION Chieftain 6-7-ton long-wheelbase lorry, been carefully used and maintained, as new, with special (A) licence 3 tons, East Midlands area, choice of two, from £1,585.
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1955 SEDDON 6-7-ton long-wheelbase lorries, very clean and good condition throughout, have to be seen, with special (A) licence 3 tons, East Midlands area, choice of two, from £1,475. Vehicle with special (A) licence 3 tons, East Midlands area, only £995.
1956 Model T53 7-ton long-wheelbase lorry, £675.
1954 AUSTIN forward-control 5-6-ton long-wheelbase tipper, £275.
ONE LUTON van body, approximately 1,200-cu.-ft., good condition, will fit most chassis, only £100.
Albion Luton van, 1,200-cu.-ft., Perkins P6, very clean condition, only £125.

TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

804-253

MANN EGERTON AND CO., LTD.

COMMERCIAL VEHICLE SPECIALISTS.

OFFER:—

1955 BEDFORD 8-type 7-ton short-wheelbase chassis-cab, 116-in. wheelbase, petrol engine, 9.00 by 20 14-ply tyre equipment on rear, whole vehicle in exceptionally good condition, low mileage, suitable for tipper chassis, £525.
1947 SEDDON platform truck, fitted with Perkins P6, tyres good, engine fair condition, reasonable vehicle, £350.

TRADE INQUIRIES INVITED.

MANN EGERTON AND CO., LTD.

5 PRINCE OF WALES ROAD,

NORWICH.

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THE NIGHTINGALE ENGINEERING CO., LTD.

NEW ATKINSON 8-wheelers, LX and LW engines, tractor units immediate delivery.

1950 ATKINSON M1586 chassis-cab, double drive, in very good condition.
1951 E.R.F. twin steer, good condition.
1953 LEYLAND Comet, fitted with flat-platform body, clean vehicle.
1955 7-ton BEDFORD, fitted with 4LW Gardner engine.

WESTERN LANE, London, S.W.12. Battersea 2193.
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GIPSY MEAD SERVICE STATION offer:—

1949 BEDFORD Carrimore articulator, 24-ft. 6-in. trailer, £265.
1949 BEDFORD 30-cwt. truck, £90.
1948 TROJAN van, £60.
1948 FORD 10-cwt. van, £85.
1947 FORD 5-ton drop-side truck, £70.
1947 AUSTIN K4 5-ton platform, £80.
1946 COMMERCIAL Q4 P6 platform, 825 by 20 tyres, £195.
1945 AUSTIN 2-3-ton insulated meat van, excellent condition, £85.
UNREGISTERED ex-W.D. BEDFORD OY truck, £105.
UNREGISTERED ex-W.D. THORNYCROFT truck, 900 by 20 tyres, £105.

BREAKING for spares: Bedford, all models; Austin K3, B, K4 and Loadstar; Commer Q4 and T53.
FVFIELD, Ongar, Essex. Fyfield 227.

804-72

LEYLAND Octopus drop-side 8-wheeler, October, 1953.
LEYLAND Octopus drop-side 8-wheeler, November, 1953.
LEYLAND Octopus drop-side 8-wheeler, October, 1951.
LEYLAND Octopus drop-side 8-wheeler, December, 1951.
LEYLAND Octopus drop-side 8-wheeler, November, 1951.
LEYLAND Octopus drop-side 8-wheeler, November, 1950.
LEYLAND Octopus drop-side 8-wheeler, September, 1949.
LEYLAND Octopus drop-side 8-wheeler, September, 1949.
AUSTIN diesel drop-side, 5-ton, May, 1956.
DENNIS-SCAMMELL articulated, September, 1948.
MAUDSLAY drop-side 8-wheeler, July, 1948.
MAUDSLAY articulated drop-side 8-wheeler, October, 1947.

AUTO SPARES.

VALLEY STREET NORTH, DARLINGTON.

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March 27, 1959—THE COMMERCIAL MOTOR 45

(Supplement)

Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), LTD.

OFFER THE FOLLOWING

USED COMMERCIAL VEHICLES:—

AT Airport Garage, Newmarket Rd., Cambridge. Phone, Cambridge 56291.

1956 September, AUSTIN 4-ton drop-side truck, 3-4-litre diesel engine, Basco extension, 16-ft. 6-in. body, green 40,000 miles, excellent condition throughout, £625.

1956 AUSTIN A30 van, heater, rear seat, low mileage, good tyres, unlettered, £295.

1955 AUSTIN 1-ton forward-control van, good condition, £350.

1948 AUSTIN 3-way 25-cwt. vans, choice of three, £100.

1946 BEDFORD 2-3-ton truck, good condition, £100.

E-X-W-D. STANDARD 12 pick-up, choice of two, £50.

E-X-W-D. BRIDGE St., Peterborough. Phone, Peterborough 4641.

1956 MORRIS J2 petrol van, colour maroon, relined brakes, ready for use.

1949 COMMERCIAL 5-ton drop-side truck, colour yellow, tyres fair, body sound, ready for immediate service.

1954 BEDFORD 25-cwt. van, black and cream, good tyres, body clean, mechanically sound, taxed to end of year.

A-68386 Goldingotn Rd., Bedford. Phone, Bedford 4641.

1953 AUSTIN 5-ton articulated, P6 engine, 22-ft. Hands trailer, good condition, £465.

1950 MORRIS PV van, yellow, tyres and general condition good, £125.

1950 AUSTIN 3-way van, good condition, £100.

1947 BEDFORD 2-ton pantechon, 900-cu.-ft. body, tyres and general condition very good, £125.

COM MOTORS, LTD.

1947 AUSTIN 2-3-ton long-wheelbase truck, exceptionally clean, snip, £60.

1957 FORD 5-cwt. van, one owner, exceptional, £295.

1956 BEDFORD 10-12-cwt. vans, one owner, immaculate throughout, choice of two from £275.

1956 FORD Thames 4D 2-ton diesel standard van, low mileage, £500.

LARGE variety of used commercial vehicles always available and covered by our three-months' guarantee.

FORTRESS GROVE, Fortess Rd., Kentish Town, London, N.W.5. Gulliver 5889-9. 804-162

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS.

PERKINS DIESEL SIGNHOLDERS.

1957 AUSTIN Omnivan, clean, £400.

1957 MORRIS J2 pick-up, £400.

1955 BEDFORD 7-ton petrol tipper, 6-cu.-yd. drop-side steel body, very clean, £435.

1955 6-ton DODGE diesel tipper, fitted Perkins exchange reconditioned engine, £750.

1955 6-ton DODGE diesel trucks, choice of two from £575.

1953 BEDFORD 7-ton petrol tipper, 6-cu.-yd. U-shaped steel body, very well tired, £335.

BEDFORD QL 4 x 4 chassis and cab.

BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 804-51

HENSMAN, LTD., Brentwood 1540, offer:—

1958 November, Thames 4D artic. unit, Brockhouse automatic coupling gear, genuine 8,000 miles, £900.

1958 October, LAND ROVER, petrol, hard top, heater, 5,000 miles only, in showroom condition, £585.

1958 June, LAND ROVER, diesel, hard top, heater, 8,000 miles, excellent condition, £700.

1958 Thames 15-cwt. van, grey, in very good order, £495.

THAMES 10-cwt. vans, A1 condition, choice of three from £175.

CARRIMORE 10-ton 23-ft. drop-side trailer, fifth wheel coupling, £190.

BEDFORD-SCAMMELL tractor unit, 1956, fitted with late-type Perkins R6 engine, in first-class condition.

DENNIS Max. Diesel vehicles fitted with large insulated van bodies, choice of two.

DENNIS 800-cu.-yd. gully emptier, in good working order.

TIPPING body (3-way) and gear, 9 ft. 6 in. by 7 ft. by 30 in.

OLD TRAFFORD MOTOR ENGINEERING CO., LTD., Talbot Rd., Manchester, 16. Trafford Park 2679. 804-518

W. HAROLD PERRY, LTD.

STATION BRIDGE, WEALDSTONE, MIDDLESEX.

1958 (First registered) DENNIS Max. fitted booster box, well mod. mechanically sound, £150.

1950 E.R.F. 6-ton, fitted 4LK engine, mechanically sound, £500.

1949 LEYLAND Comet, diesel engine, tipper, 8-cu.-yd. metal body, £575.

1955 BEDFORD 7-cu.-yd. tipper, metal body one owner good condition, £700.

1952 Thames 5-ton E7TD boxvan, metal body with full roller shutter at rear, £385.

LARGE selection of 5-, 10- and 10-12-cwt. Thames vans always available.

MOST of the above are guaranteed for 90 days.

HARROW 1031.

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS.

AND TO 5.30 P.M. SATURDAYS

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Used Goods Vehicles (contd.)

CHANDLERS MOTORS, LTD.

LUTON vans and pantechnicons.
1955 BEDFORD A-type 4-ton Luton, 800-cu.-ft. duramint body, which cost £700, separate cab, used on light parcel work, in immaculate condition, £540.
1953 BEDFORD 30-cwt. Luton with integral cab, in first-class condition, £185.
1952 BEDFORD 4.5-ton pantechnic, 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, choice of two, from £225.
1952 AUSTIN 3-ton pantechnic, drop well, 800 cu. ft., a really clean vehicle, £275.
1951 BEDFORD 5-ton 1,000-cu.-ft. pantechnic with drop well, Plymax body, in first-class order, £325.
1951 BEDFORD 4.5-ton pantechnic, 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, £400.

TRUCKS.

1955 BEDFORD A-type 5-ton diesel drop-sided truck, £275.
1953 BEDFORD 5-ton A-type truck, in first-class order, £320.
1951 BEDFORD diesel 5-ton drop-side truck, £225.

TIPPERS.

1950 AUSTIN Loadstar long-wheelbase tipper, £150.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

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A. E. CONNORTON, LTD.

SCAMMELL 24-ft. double-drop-sided trailer, fitted with 14.00 by 16 tyres, condition as new, £300.
1953 BEDFORD 5-ton van, fitted with twin roller shutter sides, Duramint body, £335.
1954 BEDFORD 5-ton van, fitted with twin roller shutter sides, Duramint body, £350.
1953 BEDFORD 25-cwt. vans, C licence, choice of seven, £250 each.
1957 BEDFORD S-type long-wheelbase truck, fitted Perkins engine, £650.
1955 BEDFORD S-type Scammell unit, R6 engine, C licence, £475.
HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. Pollards 2421. 804-159

CAR MART, LTD.

SIX MONTHS' GUARANTEE WHERE STATED.

10% DEPOSIT.

1955 FORD 10-cwt. van, £215.
1958 BEDFORD 25-cwt. diesel (Hawson body) van, 1,000 miles, guaranteed, £845.
1949 THORNCROFT Sturdy diesel long-wheelbase drop-side truck, £195.
1957 MORRIS Cowley van, guaranteed, £465.
1955 FORD 30-cwt. (4D) diesel van, £395.
1957 COMMER 3-ton drop-side truck, 14,000 miles, guaranteed, £415.
1956 BEDFORD 10-12-cwt. van, guaranteed, £365.
1958 FORDSON 15-cwt. van, 17,000 miles, guaranteed, £485.

THE CAR MART, LTD.

WELSH HARP,
 EDGWARE ROAD, N.W.9.
 Hendon 6500. 804-60

1953 BEDFORD S-type 7-ton short-wheelbase tipper, twin-ram underfloor gear, steel body, £295.
1954 BEDFORD A-model 5-ton short-wheelbase petrol-engined tipper.
1950 BEDFORD 5-ton short-wheelbase tipper.
1949 MAUDSLAY 20-ft. drop-sided truck, 7.7 engine.
1953 BEDFORD 5-ton long-wheelbase drop-side truck, in excellent condition, £145.
1947 SCAMMELL 8-wheeled 24-ft. platform truck, 6LW engine, good 36 by 8 tyres, £400.
1952 DODGE 5-ton short-wheelbase tipper, 2-speed axle, excellent condition, £275.
1954 FORD 10-cwt. pick-up, £155.
1956 B.M.C. diesel 5-ton long-wheelbase double-drop-side tipper, good condition, £625.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. Ed., Oldbury, near Birmingham. Phone, Broadwell 1840. 804-326

MAYFAIR GARAGE (TAMWORTH), LTD.

COLESHILL ROAD, FAZELEY,
 TAMWORTH, STAFFS.
 Phone, Tamworth 1396-7.

"THE COMMERCIAL VEHICLE SPECIALISTS."
 OFFER THE FOLLOWING CAREFULLY SELECTED USED VEHICLES.

BEDFORD, 1957 7-ton short-wheelbase steel-bodied tipper, fitted with Bedford diesel engines, Weston end-ram tipping gears, tyres, engines and bodies in very good condition; choice of two.
SEDDON, 1953 articulated tractor unit, fitted with P6 engine, 22-hp, platform semi-trailer, the whole unit is in very good condition.
LEYLAND, Hippo, 1948 6-wheeled double-drive end tipper, fitted with new-type cab and 18-ft. 6-in. body with 4-ft. fixed sides.
FODEN, D.G. 4-7½-ton tipper, fitted with FG-type cab, 15-ft. wooden body with underfloor tipping gear, general condition very good, ready for immediate work. 804-82

Used Goods Vehicles (contd.)

JACKSONS

FOR MODERN SELECTED VEHICLES.

BEDFORD, 1953, long-wheelbase chassis and cab with Baico extension, re-painted and in very good condition.
BEDFORD, 1952, 5-ton short-wheelbase petrol tipper, one owner, re-painted and in good order.
LEYLAND COMET, 1955, ECO model, semi-F.C., long-wheelbase, 18-ft. alloy body, one owner since new.
FORDSON 4-cu.-yd. Cost Cutter, 1953, medium-wheelbase petrol truck, re-painted and in very nice condition.
DODGE, 1954, 5-ton long-wheelbase, diesel, tipper, well typed, good order.
BEDFORD, 1952, 2-ton box van, excellent condition, ready for work.
BEDFORD, 1951, 30-cwt. petrol truck, with side racks, clean and sound.
BEDFORD, 1952, 5-ton long-wheelbase petrol tipper, re-painted and in very good condition.

O. T. JACKSON MOTORS, LTD.

855 NEW WOLVERHAMPTON ROAD,
 LANGLEY, NR. BIRMINGHAM.
 Phone Birmingham Broadwell 2871-2-3. 804-6

CROSSROADS COMMERCIALS, LTD.

1957 5-ton FORDSON 4D drop-side.
1955 6-ton A-type BEDFORD tippers, petrol and diesel, choice of four, short- and long-wheelbase.
1954 S-type BEDFORD artic. low-loader, P6 engine, knock-out axles.
1948 LEYLAND Octopus, O600, double drive, 24-ft. flat.
1948 ALBION CX tipper, aluminium body.
1946 ATKINSON, A.E.C. 7.7 engine, double drive, 24-ft. platform.
1946 A.E.C., platform, 24 ft., double drive, 9.6 engine.

CROSSROADS COMMERCIALS, LTD.

GILDERSOME, NR. LEEDS.
 Phone, Morley (nr. Leeds) 4144-5 or 6. 804-33

BARNARDS, of Stowmarket, offer:—

1949 LEYLAND Beaver 20-ft. platform truck, complete with special A licence 4 tons 15 cwt., Eastern area, £1,850.
1955 FODEN FE 4-14 tons, fitted with 20 tyres, 8-speed gearbox, Mk. II engine, £1,750.
1954 BEDFORD 7-tonner, extended wheelbase, fitted with 17-ft. platform body, P6 engine, well typed, £475.
1952 BEDFORD, standard model 5-ton long-wheelbase truck, petrol engine, £250.
1947 BEDFORD-SCAMMELL 8-ton petrol-engined tractor unit with 20-ft. trailer, £340.
1951 BEDFORD-SCAMMELL 10-ton S-type petrol-engined tractor unit, with 23-ft. 10-ton trailer, £720.
1953 8-10-ton BEDFORD SCAMMELL artic. unit in good condition, £550.
1956 MORRIS J1 10-cwt. van, one owner, new tyres, £300.
1956 Model LAND ROVER long-wheelbase pick-up, £465.
1957 VOLKSWAGEN pick-up, £495.

PHONE, Stowmarket (Suffolk) 62F (five lines). 804-111

1951 FODEN 2-stroke 8-wheeler, double drive, 24-ft. platform body, well typed and maintained.
1955 Rebuilt SLIDON, fitted with Boys axle, Perkins P6 engine, 22-ft. drop-side body and wrap-round cab, Eaton 2-speed axle.
1957 FORDSON 4D 3-4-ton 13-ft. 6-in. cattle truck, very little used, guaranteed 14,000 miles only.
1950 AUSTIN Loadstar 2-3-ton drop-side, in very good condition throughout.
E.R.F. wheel, platform body, fitted with Gardner 4LW, well maintained and good in appearance.
1948 MAUDSLAY 4-wheel, platform body, Gardner 5-cylinder LW engine (choice of two, one fitted 5LW and the other A.E.C. 7.7).
1956 DODGE 7-ton tipper, fitted with Perkins R6 engine, 9.00 by 20 tyres and Eaton 2-speed axle (choice of two).
1946 ATKINSON 6-wheel double-drive, 21-ft. platform body, Gardner 6LW engine, well typed and maintained.

MOATHOUSE MOTORS, Lichfield St., Tamworth.

Staffs. Phone, Tamworth 1381-2. 804-130
1957 November, B.M.C. Scammell tractor unit, 5.4 diesel, excellent order, £750.
1957 BEDFORD 25-cwt. van, excellent order, £675.
1951 FORD Trader 5-tonner, P6 diesel, £250.

NUMEROUS 5-ton tippers available.

25 Used vans in stock from 8 to 20 cwt.

BARTON MOTORS (PRESTON), LTD., Preston.

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SOUTHERN COUNTIES GARAGES, LTD.

HIGH STREET, CRAWLEY, SUSSEX.
 Phone 25666.

AUSTIN AND FORD COMMERCIALS

FULL RANGE ALWAYS AVAILABLE.

1957 MORRIS 1-ton 14-seater LD1 Utilibus, £630.
1957 AUSTIN 152 van, low mileage, £475.
1957 BEDFORD 5-ton long-wheelbase drop-side truck, £575.
1956 BEDFORD long-wheelbase drop-side truck, £575.
1950 DODGE 6-ton long-wheelbase drop-side truck, P6 diesel engine, £265.
A Large selection of small vans always in stock. 804-331

Used Goods Vehicles (contd.)

TILBURY'S (SOTON), LTD.

CENTRAL STATION, BRIDGE ROAD,
 SOUTHAMPTON.
 Phone 24731.

SEDDON DIESEL DISTRIBUTORS.

COMMER/KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES ARRANGED.

TERMS FROM 10%.

1955 DODGE diesel 106, fitted with 17-ft. 6-in. platform alloy body and twin-speed axle, one owner, excellent condition.
1951 SEDDON diesel Mk. 8 P6, Scammell tractor unit.
1950 SEDDON diesel Mk. 5L tractor unit with Carrimore coupling.
1950 MAUDSLAY drop-sider, fitted with 7.7 A.E.C. engine.
1950 SEDDON diesel Mk. 5L articulated tractor unit, complete with semi-trailer, bulk grain carriers, gravity discharge: the complete vehicle in excellent condition throughout.
1949 COMMER Superpave Perkins diesel platform truck, considerably above average condition.
1958 September, SEDDON diesel 8/8 tractor unit, fitted with Scammell coupling, 16 by 500 twin-speed rear axle, heavy David Brown gearbox, R6 engine, de luxe cab, fitted with screen washers, incorporating illuminated roof sign, genuine 15,000 miles, one C licence operator, can be described as new.
ALWAYS in stock, diesel-engined vehicles between £200-£400. 804-477

WELCH'S GARAGE (STAPLEFORD), LTD.

BEDFORD DEALERS.

NEW VEHICLES.

6-TON forward-control long-wheelbase chassis and cab.
7-TON normal-control long-wheelbase complete truck.
BOTH with 300 diesel engines.

10-12-CWT. standard C.A. van, in primer.

USED VEHICLES.

1955 October, ALBION Reiver, large-bore Chieftain engine, 23-ft. platform, unladen weight 4 tons 181 cwt., £1,075.
1956 March, FORD 4D, 14-ft. truck body, small mileage, as new, £500.
1954 November, BEDFORD 7-ton S-type long-wheelbase with almost new body, 4LWX tipper, reconditioned R6 and nylon tyres, an exceptional square and clean motor, far above average, £675.
P6 small mileage, £125.

LONDON ROAD, STAPLEFORD, CAMBS.

SHELFORD 3017-8-9. 804-295

E. FORSHAW, Dover St., Wigan.

1956 October, B.M.C. AUSTIN long-wheelbase tipper, steel body, choice of two, £625.
1955 FORD 4D, extended chassis, 1,550 cu. ft., fibre-glass roof, new body, aluminium, £875.
1955 FORD 4D diesel 30-cwt. truck, specimen, choice of two, £415.
1955 SEDDON 25-cwt. van, new engine, P3 diesel, £345.
1955 FORD 4D, extended chassis, 1,550 cu. ft., fibre-glass roof, new body, aluminium, £875.
1955 FORD 4D 30-cwt. truck, specimen, choice of two, £415.
1954 SEDDON boxvan, P4 engine, aluminium body, very clean, £395.
1955 June, BEDFORD long-wheelbase tipper, petrol, A-type, £145.
1955 Wigan 3715; after hours, Wigan 2624; also Wigan 3035. 804-387

NEW A.E.C. Mercury, 21-ft. 6-in. body painted red and green, £3,175. New Commer TS3 tipper, short wheelbase, painted green and red, £2,200. New Dodge tipper chassis, Comet engine, list, 1953 8-wheel Albion tipper, good order, £1,400. 1952 8-wheel Foden ex-W.D. tipper, good order, body and tip gear damaged, £600. 1956 Ford Scammell artic. with one 18-ft. trailer and one 16-ft. trailer, P6 (reconditioned), £950. 1952 Vulcan Scammell artic., clean, £450. 1951 heavy-duty Sentinel 14-ton 6-wheel, £800. Several Maudslay 1946-9 flats from £150. Several good Dennis Max from £300. 1952 6-wheel tipper, A.E.C. (rebuilt 1952), £600. 1946 Seddon, £150. 1949 Seddon, £600. 1955 Thornycroft Trident tipper, £650. New Bedford utility brake, £75 under list. 1954 Triumph TR2, many extras, £525. Part-exchanges, hire-purchase, Brindley, Sharnford, Hinckley. Phone, Sapcote 225. 804-108

NORMAN REEVES (MOTORS), LTD., of Uxbridge.

1954 offer: 7-ton BEDFORD tipper, all new paint, £575.
1949 BEDFORD, P6 engine, tipper, 5-y.d. Edbro equipment, fair condition, £100.
1954 FORD 5-y.d. ET7 tipper, Anthony equipment, P6 engine, £200.
1954 FORD 4D 2-ton van, £375. High St., Uxbridge, Middx. Phone, Uxbridge 3444 (four lines). 804-159

R. A. JORDAN, LTD.

MAIN DENNIS DISTRIBUTORS

(NO CONNECTION WITH ANY OTHER FIRM).
 FOR GOOD USED VEHICLES.

1952 DENNIS Max, long wheelbase, 5-speed, 18-ft. platform, one owner.
1952 December, FORD Thames 4D, platform, excellent tyres, nice condition.
1949 BEDFORD 5-ton, very sound condition, drop-side body.

IVEL WORKS.

BIGGLESWADE.
 Phone 2265. 804-143

Used Goods Vehicles (contd.)

SIMPSON'S WEMBLEY.

343-355 HIGH ROAD, WEMBLEY.
Phone, Wem 3903, 8691, 4422.

- 1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
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1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.

TERMS, part-exchanges, insurance.

804-341

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS.
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

- BEDFORD 1958 CA van, low mileage, £460.
BEDFORD 1958 Workabus, 5,000 miles, £475.
BEDFORD 1953 CA van, £195.
BEDFORD 1947 long-wheelbase truck, £125.
BEDFORD 1946 2-ton truck, very clean, £100.
BEDFORD 1947 5-ton pantechonicon, £275.
AUSTIN A40 1954 gown van, immaculate, £380.
AUSTIN 1947 2-ton meat van, £175.
AUSTIN 1949 3-way van, £95.
FORD 1952 ET6 5-ton meat van, £200.

804-319

CARS AND COMMERCIALS

OF

62 ASTON ROAD NORTH, BIRMINGHAM. 6.

ASTON CROSS 4217.

OFFER—

- 1957 October, B.M.C.-MORRIS diesel, forward-control, long-wheelbase, 5-ton, drop-side, truck, with heavy-duty equipment, aluminium panelled sideboards, maintained regardless of cost by one careful C licence user, £825.
1955 FORDSON 4D 3-ton long-wheelbase drop-side, heavy-duty tyres and chassis, one owner, £385.
1955 AUSTIN 3K long-wheelbase drop-side petrol, in primer, bargain, £325.
1951 FORDSON 6-ton ET6. Baico extension chassis, P6 engine, useful machine, £175.
1952 BEDFORD 3-way van, fitted heater with excellent tyres, £135.
1951-2 BEDFORD 2-3-ton long-wheelbase double-drop-side truck, bargain, £95.

804-287

ROSS GARAGES (SALES), LTD.

PENARTH ROAD, CARDIFF.

Phone, Cardiff 24671.

ATKINSON AND SEDDON MAIN DISTRIBUTORS.
FORD AND ROOTES GROUP DEALERS.

NEW VEHICLES FROM STOCK.

- ATKINSON 8-wheeler chassis-cab, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.
COMMER 7-ton, Rootes diesel, air brakes, 13-ft. 6-in. wheelbase.
THAMES Trader 6D 6-cu.-yd. tipper.

USED VEHICLES.

- 1952 VULCAN with 7-8-tonner platform body, Mark 3, Meadows engine.
MAUDSLAY 7-8-tonner, Gardner 5LW, will sell for spares value.
1956 LEYLAND Octopus 8-wheeler, air brakes, Syndromatic lubrication.
1948 AUSTIN lorry, petrol, 4-5-ton.

804-318

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441-2.

1949 THORNycroft Sturdy, £150.

1946 VULCAN, Perkins P6, £100.

TILLING-STEVENS 32-seater coach, 6LW Gardner engine, £200.
SEDDON distributors for Monmouthshire.

804-171

WATLING STREET GARAGE.

OFFER—

SELECTION of 8-, 6-, 4-wheel long-wheelbase drop-sided trucks and platform tippers.
BEDFORD and Guy diesel tippers.

IMMEDIATE delivery SEDDON MK. 15 cab-chassis.

FULL range FORD vans, 5-cwt., 7-cwt., 10-12-cwt.

EARLY DELIVERY ALL MODELS

FORD, COMMER, SEDDON.

WATLING STREET GARAGE.

FLAMSTEAD, NR. ST. ALBANS.

Markyate 240, 420.

804-288

Used Goods Vehicles (contd.)

CENTRAL GARAGE.

BARNSELY ROAD, SOUTH ELMSALL,
NEAR PONTEFRAC.

Phone, South Elmsall 276-7-8.

USED VEHICLES.

- BEDFORD 5-ton long-wheelbase with dropside body, 1953.
SEDDON, 1949, fitted P6 engine, and 16-ft. platform body.
FODEN 8-wheeler single-drive with reconditioned Gardner, 6LW, 24-ft. platform, 1945.
MAUDSLAY Mogul, 7.7 engine, 20-ft. platform body, 1949.
COMMER QX with platform body, 1949.

TERMS AND EXCHANGES.

CENTRAL GARAGE.

SOUTH ELMSALL.

804-355

SPURLING CITY DEPOT OFFER—

- 1958 BEDFORD 15-cwt. furniture van, mileage 7,000, in new condition.
1956 BEDFORD 5-ton long-wheelbase hydraulic tipper, petrol engine, Bonallack body.
1955 AUSTIN A40 van.
1956 BEDFORD 10-12-cwt. van.

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LONDON, E.1.

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- £425. 1954 BEDFORD A-type short-wheelbase diesel tipper, 1947 (model) DODGE diesel Scammell tractor, 20-ft. trailer, clean.
£425. 1954 MORRIS B.M.C. diesel 5-ton short-wheelbase tipper, one owner.
£275. 1949 SEDDON 6-ton diesel lorry.
£195.
£525. 1956 BEDFORD A-type diesel 5-ton long-wheelbase tipper, fixed-sided body for coal carrying.
£225. 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.
£225. 1949 VULCAN (twin-rim) tipper, fitted with 2-speed axle clean vehicle.
£575. 1954 10-ton BEDFORD Scammell, R6 modified engine, complete with trailer, clean outfit.
£165. 1951 AUSTIN 5-ton Loadstar, fitted P6 diesel engine, clean wagon.
£285. 1955 FORD 4D diesel 2-3-ton lorry.
£100. Perkins P6 engine complete with all fittings for Vulcan and Bedford.
£75. 1-ton Burtonwood hydraulic tailboard lift.
£100. 1-ton Hyster for Bedford chassis.
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SEDDON P6, as new, £175.
SEDDON short-wheelbase, P6, as new, BTC couplings, £155.
BEDFORD long-wheelbase, P6, tipper, £145.
FORDSON, '950, long-wheelbase flat, £125.
MAUDSLAY flat, 7.7 engine, good order, £135.
BEDFORD tipper, long wheelbase, Pilot gear, £75 each.

ERNEST THORPE AND CO., LTD., Thurgoland, nr. Sheffield. Phone, Stockbridge 2152, 2342.

804-421

1951 ALBION CXIN model with 18-ft. platform.

1949 DODGE 5-ton diesel tipper with steel body.

1954 November, 7-ton DODGE long-wheelbase tipper, Eaton 2-speed rear axle.

1955 FORDSON 4-ton 4D diesel tipper, choice of two.

1956 FORDSON 4-ton 4D diesel tipper with aluminium body.

1949 MAUDSLAY Mogul Mark II with A.E.C. 7.7 engine. And insurance facilities available.

H.P. WINGERWORTH SERVICE STATION, LTD., Derby Rd., Wingerworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833.

ONE 1947 VULCAN, fitted P6 engine, platform body (ex brewery), diesel.

ONE 1946 THORNycroft Nippy, platform body (ex brewery), petrol, new tyres.

ONE 1947 BEDFORD platform, petrol (ex brewery), new tyres.

ONE 1948 MAUDSLAY, A.E.C. 7.7 engine, flat platform (ex C. licence).

ONE 1956 B.M.C. 5-6-ton, diesel, drop-side body (ex C. licence).

ONE 1940 MAUDSLAY Merlin, 4LK Gardner engine, drop-side body.

PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541.

804-349

SPA GARAGES (LEEDS), LTD.

MEANWOOD ROAD.

LEEDS, 7.

Phone 34884.

- 1955 ALBION Reiver 6-wheeler, fitted with fully reconditioned Chieftain engine, £150.
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1953 SEDDON artic., with 23-ft. trailer, fitted new driver's cab, rewired, Eaton 2-speed axle, £525.
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1952 ALBION Clydesdale artic., 20-ft. 6-in. trailer, engine reconditioned, tyres good, £925.

1949 MORRIS-COMMERIAL long-wheelbase flat, petrol, £80.

1948 SEDDON, reasonable condition, £120.

PART-EXCHANGES, H.P. arranged.

804-388

(Supplement)

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HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.

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- 1958 COMMER 15-cwt. Superpoise gown van, fitted with Rootes Group light diesel engine, 4,000 miles only.
1956 AUSTIN A40 gown van, in excellent condition and appearance throughout.
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- 1938 E.R.F. 8-cu.-yd. hydraulic tipper, Gardner 4LW diesel engine.

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- AUSTIN, Ford, Rootes Group.
COMPREHENSIVE stocks always held.

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DODGE DISTRIBUTORS FOR EAST LONDON.

- DODGE 124AP6 diesel tractor unit, November, 1956, low mileage, with 23-ft., 10-12-ton Scammell trailer.
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BEDFORD O model, petrol, Scammell tractor unit, very good condition.
BEDFORD S model, petrol, Scammell tractor unit, very good condition.
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334-340 ROMFORD RD., London, E.7. Maryland 4772-3-4.

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J. CAMPBELL PARK, LTD., offers most genuine bargains—

- 1955 LEYLAND Octopus 8-wheel double-drive lorries, excellent condition, £1,950 each.
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- 1954 MORRIS 5-cwt. van, blue, clean condition, £275.
1955 Vanguard estate, in good mechanical condition, £425.
1955 Thames 4D truck, £450.

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Clerkenwell 3430.

804-396

1951 BEDFORD 7-ton platform vehicle petrol engine.

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1951 MORRIS diesel 5-tonner.

ORMSKIRK MOTORS, Country Rd., Ormskirk, Lancs. Phone, Ormskirk 2551.

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H. TAYLOR AND CO., LTD., offer—

- 1956 February, AUSTIN A40 van, blue, good tyres, £341.
1957 COMMER Cob, blue-red, one owner, wing mirror, £376.
1955 MORRIS 1-ton van, grey, extra passenger seat, £290.
1954 November, MORRIS J-type van, good order, two extra seats, £252.
1956 COMMER Cob, blue, £326.
1951 A40 pick-up, blue, £175.

1-2 THE CRESCENT, Surbiton. Elmbridge 0081.

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1940 CXS ALBION 6-wheeler double-drive, 24-ft. platform, immaculate condition, ready for work.

1956 AUSTIN B.M.C., 7-ton, Eaton 2-speed, 18-ft. by 6 ft. double-drop-side, 900 by 20 tyres, ready for work.

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1956 P. AND M. KAYE, LTD., Hare Works, Hare Row, E.2. Phone, Shro 9211.

804-223

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COMMER TSHI, June, 1957, long wheelbase.

DODGE diesel 6-wheeler, 1955.

ALBION diesel 4-wheeler, 1948.

HIGHWAYS TRANSPORT, 41 John St., Glascoate, Tamworth. Phone, Tamworth 606.

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1955 THORNycroft Sturdy Special, CR6 engine, 9,000 by 20 tyres, 20-ft. platform body, excellent condition.

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A43

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Wanstead 6633

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1951 BEDFORD 5-ton petrol truck with canvas tilt, £195.
1949 BEDFORD-SCAMMELL tractors, choice of two, £95.
1955 3-ton DODGE long-wheelbase truck, P4 diesel, choice of two, £295 and £345.
1955 AUSTIN 1-ton petrol van, £325.
1956 BEDFORD 8-cu.-yd. tipper, R6 diesel engine, £675.
1954 BEDFORD 7-ton tipper, 13 cu. yd., R6 engine, £525.
804-517

CHASESIDE MOTOR CO., LTD.
GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

- 1955** E16 petrol tipper, fair condition, £200.
TWO 1949-50 COMMERCIAL F.C. horseboxes, £475-£495.
1952 Thames P6 articulated with 6-ton semi-low-loading trailer, Tasker couplings, £395.
1957 3-ton short-wheelbase Trader 4D, excellent condition, £650.
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EX-W.D. DENNIS Max, Morris (Saura), 1949, good tyres, £720. T. McQueen, Townend, Doncaster 4710.
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SAYERS GARAGE, Brough, Westmorland. Brough 226.
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ATKINSON 1946 6W tipper, 7.7 engine, very good, £900.
ATKINSON 1943 6-wheel drop-sided truck, 23-ft. body, 5W engine, very clean.
DODGE-SCAMMELL 10-ton, 1956, P6 engine, 2-speed axle, 24-ft. trailer, £850.
AUSTIN 6-wheel steel-body tipper, P6 engine, good condition, £165.
TWO 1950 FORD 5-ton 15-ft. flats, P6 engines, £150 each.
SECOND-HAND spares available for E.R.F., Seddon and Dodge vehicles and other makes, cheap to clear.
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1956 6-ton DODGE diesel long-wheelbase drop-side truck, on 9.00 by 20s, tip-top condition, £800.
1953 FORD 5-cwt. van with windows, £125.
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BEDFORD 1954 P6 articulated tractor chassis.
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1955 DODGE 106P6 drop-side truck, very clean, £750.
1956 DODGE 106CP6 drop-side truck, £650.
1943 E.R.F. C15 tractor, 5th-wheel coupling, £300.
1954 DODGE 105AP6 long-wheelbase platform, one owner very clean, £700.

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PETERBOROUGH.
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ONE 1957 DODGE 105, P6, drop-side body fitted.

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1957 BEDFORD 10-12-cwt. van, 9,000 miles only, one owner, blue, very clean, £400.
1951 BEDFORD 5-ton platform truck, £120.
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Wakefield Rd., Brighouse, Yorkshire. Phone, Ld., Brighouse 1677; night, Bradford 78486 and 71077.
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1955 AUSTIN B.M.C. diesel 3-tonner, power tipper, £365.
DENNIS Stork 1955 diesel, 13-ft. 6-in. body, as new. Walkers Filling Station, Ecclefield, near Sheffield. Phone, Ecclefield 3667.
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1955 AUSTIN A40 van with windows.
1951 BEDFORD-SCAMMELL tractor.
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WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers, cash. Phone, Swinton 1855; after hours, Wigan 46049.
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WANTED to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers, diesel-engined lorries; also several tippers; also six Albions, Seddons or similar diesel-engined flats and tippers; also Bedford 30-cwt., 7-ton, 1940-57. Also damaged late-model lorries suitable for rebuilding.

WILDE AND BENNETT, LTD.
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356.
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WANTED, late model 4-, 6- and 8-wheelers, trucks and tippers.
T. RICHARDSON AND SONS, LTD., 160 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840.
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WANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, 4-, 6- and 8-wheelers, flats or tippers. Also petrol-engined vans, trucks and tippers, 30-cwt.-7 tons Bedford preferred. Cash on sight. Distance no object.

O. T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871.
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WANTED, A.E.C. 4-wheelers, either 7.7 or 9.6 engines, any wheelbase, T. B. F. Thompson (Garvaghi), Ltd., Garvaghi, Co. Londonderry.
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1947 LEYLAND Beaver, unladen weight 5 tons 10 cwt., special A licence North Western Area, expires December, 1959. Box CM032, care of "The Commercial Motor."
804-7299

FOR sale, ALBION CX1, diesel, 18-ft. body, special A licence, East Midland Area licence expires October 31, 1959, taxed to December, 1959, unladen weight 4.9.0.0., price £1,750. J. Bradshaw and Sons, Sturton-by-Stow, Lincoln. Phone Stow 223.
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BARNARDS, Stowmarket. Phone 621 (5 lines).
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SPECIAL A-LICENCE vehicles areas for sale, Wheatley and Farway Garages, Ltd., Stamford, Lincs. Phone, Stamford 2104-5.
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1936 E.R.F. 6-wheeler, North West licence.

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PRIMROSE ENGINEERING WORKS,
PRIMROSE ROAD, CLITHROE.
Phone, Clithro 784 (four lines).
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1956 ALBION Reiver 22-ft. flat, 5 tons 5 cwt, 7 lb., expires October 31, 1959, £3,100. Phone, Melfton Mowbray 2810 after 7.30.
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NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441-2.
SPECIAL A licences, vehicles, South Wales Area.

SEDDON distributors for Monmouthshire.
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LORRY and special A licence 3 tons, East Midlands area, price £395.
WILDE AND BENNETT, LTD., Hadfield. Phone, Glossop 2902-3. After hours 2356.
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LEYLAND Octopus, October, 1958, complete with special A licence 7 tons 17 cwt., North West. Box CM0217, care of "The Commercial Motor."
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1957 COMMERS, TS3, south-western area.
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1954 ALBION 8-wheeler, South Wales area.

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1952 FODEN articulated low-loader.

1957 B.M.C. articulated, Yorkshire area.
1955 ATKINSON 8-wheeler, Eastern area.
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AFTER HOURS 2356.
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6LW GARDNERS.

1948-49 GUYS 56-seater double-deckers, fitted 6LW Gardner engines, United Counties bodies, half-sliding windows, in excellent mechanical and body condition, certificates of fitness 1959-60, price £395-£425.

1948-46 BRISTOL 56-seater high-bridge double-decker, fitted Metcam all-metal body, half-sliding windows, 5LW and 7.7 A.E.C. diesel engines, in excellent mechanical condition, certificate of fitness 1959-60, price £550.

1939 BRISTOL K-type 55-seater low-bridge double-deckers, choice of 12, with 1947-48 Eastern Coachworks bodies, recased this year, fitted 5LW Gardner engines, in super mechanical and body and paint condition, price £200-£250.

30 COACH BARGAINS 30

OVER 30 A.E.C. Leyland, Dennis, Guy post-war luxury coaches, Buntingham, Duple, Harrington bodies, certificates of fitness 1960, to clear £295-£395 or near offer. SPECIAL offer—choice of six Leylands, TS7-TS8, fitted 1950 Harrington full-luxury 33-seater bodies, immaculate, certificate of fitness 1960, price £395.

OVER 100 high- and low-bridge double-deckers, 1948 O bodies, 5LW Gardner 7.7 A.E.C., 8.6 Leyland engines, certificates of fitness to 1960, prices from £195-£240.

ENGINES: PSI, 7.4, A.E.C. 7.7, 8.6 Leylands, 5LW Gardner with A.E.C., Leyland, Bristol and Dennis bell housings, and gearboxes, prices from £60-£125.

TRADE INQUIRIES INVITED.

SPECIAL H.P. FACILITIES.

PART EXCHANGES.

P.V.D., LTD. F.C.S., LTD. LONDON ROAD, DUNCHURCH, RUGBY.

PHONE. DUNCHURCH 262 AND 265. 804-86

ON THE A45

SILVER LINE MOTORS.

MOORLANDS, WELWYN GARDEN CITY, HERTS. Phone, W.G. 5494.

PLEASE

PHONE OR WRITE

FOR FULLER DETAILS.

IMMEDIATE delivery new BEDFORD SB3 (petrol), Plaxton 41-seater coachwork, heater, wheel discs, and wired for radio, finished ivory, upholstered red moquette, list price

1956 A.E.C. Duple Britannia 41-seater, blue with blue interior, radio and heater, certificate of fitness 1961, immaculate condition, 42,000 miles.

1956 BEDFORD Plaxton 41-seater, certificate of fitness 1961, cream and green, fitted heater, radio, interior tawn plaid, immaculate.

1955 BEDFORD Super Vega 41-seater, cream with autumn tint interior, fitted heater, good tyres, low mileage.

1954 A.E.C. Reliant, certificate of fitness 1960, red and maroon, maroon interior, 100% condition.

1954 A.E.C. Mk. IV 41-seater, Roe bodywork, certificate of fitness 1960, red and maroon with maroon interior, extra-clean vehicle, in 100% mechanical condition.

1951 BEDFORD Vega, cream with maroon interior, certificate of fitness 1961, fitted heater, good condition throughout.

1951 MAUDSLAY Mk. III 35-seater, certificate of fitness November, 1960, cream with blue, fitted heater, excellent condition.

1950 DENNIS J3 Duple 35-seater, full-front coachwork, cream and green, green interior.

1950 DENNIS J3 Duple, 33-seater, cream and green with green interior, certificate of fitness May, 1960, sound condition.

1949 30-seater full-front BEDFORD Plaxton, certificate of fitness new 1959.

1949 CROSSLEY 33-seater, certificate of fitness May, 1959, green with green interior, sound motor.

1949 DENNIS J3 35-seater, Duple coachwork, certificate of fitness June, 1959, cream and green.

1949 BEDFORD Vista 29-seater, cream with brown upholstery, good sound condition throughout.

1947 FODEN 33-seater, certificate of fitness May, 1960, cream and blue with blue interior.

NEW unregistered BEDFORD Martin Walter P.V., 12-seater, crimson and almond 2-tone with red interior, immediate delivery.

PART-EXCHANGES welcomed, hire-purchase arranged. 804-484

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L.T.D.

1956 BEDFORD, Burlingham Scagull 41-seater full-luxury body, fitted with radio, speech amplifier, heater and many other extras, in excellent condition throughout, certificate of fitness 1961.
1956 BEDFORD Super Vega 41-seater, full-luxury Duple body, fitted with heater, Formica side panels, Perspex quarters, in good clean condition throughout, certificate of fitness 1961; choice of two.
1956 COMMERCIAL TS1 41-seater full-luxury Duple body, fitted with Eaton 2-speed axle, public address system, in excellent condition throughout, certificate of fitness 1961.
1955 COMMERCIAL TS1 41-seater, full-luxury Duple body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1960; choice of two.
1955 BEDFORD Yeates Riviera 36-seater full-luxury body, fitted with heater lift-up roof lights in good clean condition throughout, certificate of fitness 1960.
1954 BEDFORD Burlingham Scagull 36-seater full-luxury body good clean condition throughout, certificate of fitness 1959.
1954 BEDFORD Vega 38-seater, full-luxury Duple body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1959.
1953 A.E.C. Mk. III 37-seater, full-luxury Plaxton body, fitted with heater and many other extras, in excellent condition throughout, certificate of fitness 1963.
1953 BEDFORD Super Vega, 37-seater, full-luxury Duple body, fitted with radio, heater, in good clean condition throughout, certificate of fitness 1963.
1952 BEDFORD Countryman, 25-seater full-luxury Duple body, in good clean condition throughout, certificate of fitness 1962.
1952 GUY Arab, fitted with a 35-seater full-front Thurood body, fitted with radio, heater, in good clean condition throughout, certificate of fitness 1962.
1952 BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certificate of fitness 1962; choice of three.
1951 BEDFORD Vista, fitted with a Perkins P6 oil engine full-luxury Duple body, 29 high-backed seats, in good clean condition throughout, certificate of fitness 1961.
1951 BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1961.
1951 COMMERCIAL Avenger 33-seater full-luxury Heaver body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.
1951 LEYLAND PS2, full front, fitted 37-seater full-luxury All-weather body, Perspex quarters, twin heaters, certificate of fitness 1961.
1950 SENTINEL Service bus, 40-seater, Dunlopillo seats, trimmed in moquette, under 1000 diesel engine, front sliding door, in good clean condition throughout, certificate of fitness November, 1961.
1950 A.E.C. 9.6 crash box, full-front half-decker luxury, Whiston body, 31-seater, one owner since new, good clean condition throughout.
1950 BEDFORD 29-seater full-luxury Duple body, Perspex quarters, radio and heater, in excellent condition, certificate of fitness 1960; choice of five.
1949 LEYLAND PS1, full-front 35-seater full-luxury Duple body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1963.
WE also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

BARNARD AND BARNARD, L.T.D.

PLEASE NOTE THAT OUR TELEPHONE NUMBER HAS NOW BEEN CHANGED TO
SYDENHAM 2224-5-6.
310-326 SYDENHAM ROAD,
LONDON, S.E.26.
After 5 p.m. and 12.30 Saturday, phone Bignin Hill 330, 804-406

DON EVERALL, L.T.D.

34 CLEVELAND ROAD,
WOLVERHAMPTON.
PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD Duple 41-seater coaches, petrol and diesel, available for early delivery.
1955 COMMERCIAL TS1 41-seater Plaxton coach, heaters, etc., ex our own fleet and in first-class condition, £2,650.
1954 BEDFORD petrol 36-seater Duple Super Vega coach, glass roof quarters, heaters, Formica panels, etc., certified 1964, £2,000.
1954 BEDFORD R6 diesel 36-seater Burlingham coach, £2,000.
1953 BEDFORD petrol 36-seater Burlingham Scagull coach, certified 1962, £1,725.
1952 FODEN, Gardner 6LW, fitted 41-seater Whitson coach, certified 1961, £1,450.
1952 DAIMLER Freeline, fitted 43-seater Metalcraft full luxury coach body, certified 1962, £1,850.
1951, August, BEDFORD petrol 34-seater Plaxton coach, certified 1961, £1,350.
1951 LEYLAND Royal Tiger 40-seater Beccles coach, certified 1961, £1,600.
1951 A.E.C. Mk. IV 39-seater Burlingham coach, certified 1961, £2,000.
1950 COMMERCIAL Avenger petrol 33-seater All-weather coach, certified 1960, £700.
1950 LEYLAND Comet 33-seater Plaxton coach, certified 1960, £750.
1946 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.
50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

HIRE.

33-SEATER half-cab diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.
NIGHTS AND WEEK-ENDS, 32347 and 22293.

DON EVERALL, L.T.D.

804-202

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO., L.T.D.

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Dudley Hill 1144-9.

BRITAIN'S LARGEST STOCKISTS

OF

PASSENGER VEHICLES.

OFFER FOR IMMEDIATE DELIVERY.

A.E.C. 30 ft., 7.7 engine, fitted Plaxton Highway hoot, two 512 heaters, brand new, rear luggage
ATKINSON Teletex power-operated doors, seven years certificate of fitness, painted to own colour, special price of £4,500 each; choice of two.

NEW COACHES IN STOCK.

BEDFORD petrol 41-seater Duple, red interior, fitted with K-type mouldings; choice of three.
BEDFORD petrol 41-seater Burlingham, interior red and grey, in primer.
BEDFORD diesel or petrol 41-seater Plaxton for delivery after Easter.

SECOND-HAND VEHICLES.

1958 BEDFORD petrol fitted 41-seater Duple body, red interior, cream and grey.
1957 ATKINSON underfloor, 43-seater Plaxton full-front luxury bodies, fitted automatic lubrication extras, 35,000 miles.
1956 ATKINSON underfloor, 43-seater Plaxton full-front luxury bodies, fitted automatic lubrication extras, 57,000 miles; choice of three.
1953 BEDFORD Vegas, 35-seaters, choice of two.
1953 BEDFORD Vegas in various colours and moquettes; choice of four.
1952 BEDFORD Vegas, 33-seaters; choice of three.
1952 CROSSLY 37-seater, Strachan body, first-class condition, £750.
1952 FODEN 2-stroke 33- and 35-seaters, one owner from new; choice of two.
1951 TILLING-STEVENS, 6LW (re-seated) 35-seater, in good condition, cheap to clear.
1950 COMMERCIAL Avenger underfloor, carrying good certificate of fitness; choice of four.
1950 COMMERCIAL Avenger, 33-seater, fitted Albion Chieftain engine, immaculate.
1950 BEDFORD 29-seater Duple high-backed seats, just been certified.
1949 A.E.C. full-front, fitted Burlingham, Plaxton-Bellhouse Hartwell bodies; choice of four.
1949 GUY full-front and half-cabs.
1947 48 LEYLAND PS1 half-cabs, good certificate of fitness; cheap to clear.
1947 48 BEDFORD 29-seaters with good certificate of fitness; choice of four.
1947 LEYLAND PS1 35-seater service bus.

CHOICE of four CROSSLY half-cabs, Burlingham and Plaxton bodies, just certified 3-3½ years; cheap to clear.
GOOD selection of buses suitable for workman's jobs.
WE have spares for all types of second-hand passenger vehicles.

HIRE PURCHASE.

PART EXCHANGES.

NIGHT PHONE, MIRFIELD 3183, 2160.
WALES: R. COWDELL. NEWPORT 59866.
804-66

COACHES AND COMPONENTS, L.T.D.

469-475 HOLLOWAY ROAD, LONDON, N.7.

1959 New BEDFORD petrol-engined Duple 41-seater Super Vega coach.
1955 COMMERCIAL Contender Harrington, grand condition.
1952 January, BEDFORD, 37-seater Gurney Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to January, 1962.
1950 BEDFORD 39-seater Vistas, certificates of fitness 1959-60; choice of two.
1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof, heater, new tyres, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.
1950 July, GUY Vixen, 29-seater Thurood body, blue moquette, exterior blue, certificate of fitness to 1959.
1950, August, BEDFORD, 29-seater Vista body, red upholstery, exterior maroon-cream, certificate of fitness to August, 1960.
1949, May, CROSSLY 33-seater Duple body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1959.
1949, June, CROSSLY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.
1949, July, AUSTIN 29-seater Whitson, autumn lining, moquette, exterior blue-cream, high-backed seats, radio, certificate of fitness May, 1959.
1949, MAUDSLAY, 33-seater Gurney Nutting body, grey floral moquette, exterior grey-green, certificate of fitness November, 1959.
1948 FODEN 33-seater luxury coaches.
1948, May, DENNIS Lancel III 33-seater Duple luxury, sliding roof, high-backed seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.

HILLS.

1953 BEDFORD Duple 37-seater, certificate of fitness to 1963.
1950 COMMERCIAL Avenger 33-seater luxury coach, certificate of fitness to 1960, cream and maroon with floral moquette.
1952 FODEN, L.W. Gardner rear engine, 41-seater Whitson grey-blue exterior, blue interior, certificate of fitness 30.9.61, first-class condition.

HILLS GARAGES (MANCHESTER), L.T.D.

80-90 PORT STREET, MANCHESTER, 1.
Central 4311, 804-10

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., L.T.D.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE—
HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.
HOWARD 1266, PBX.

IMMEDIATE delivery new BEDFORD SB3 (petrol) Plaxton 41-seater coachwork, heaters fitted, radio and microphone, dual-tone Formica panels, finished ivory, upholstered in red and grey moquette, list price.
EARLY delivery of new BEDFORD petrol-engine chassis, 1959 models, Duple 41-seater, Super Vega coaches, finished to instructions.
NEW BEDFORD petrol-engined chassis, 1959 model, Plaxton 41-seater coachwork, early delivery, finished to instructions.
NEW BEDFORD petrol-engine chassis, 1959 model, Harrington 41-seater coachwork, finished to instructions.
NEW BEDFORD SB3 (petrol), Burlingham Scagull 41-seater, full luxury coachwork, finished to instructions delivery mid-April list price.
NEW A.E.C. Reliance 41-43-seater, Duple Britannia coachwork, centre or front entrance vacuum brakes, finished to instructions.
1957 BEDFORD petrol, 41-seater Duple Super Vega, glass roof quarters, tubular racks, radio, microphone and heaters, upholstered in red moquette, finished cream, certificate of fitness 1964, choice of two.
1955 LEYLAND Comet 90, mounted with 36-seater vents, red moquette, finished maroon and cream, certificate of fitness 1960.
1955 BEDFORD, mounted with 38-seater Duple Super Vega coachwork, blue moquette, finished light and dark blue, certificate of fitness December, 1959.
1953 BEDFORD 35-seater Duple Vega, upholstered in red moquette, finished in light and dark blue certificate of fitness 1962.
1952-53 BEDFORD, petrol engine, mounted with 22 Duple full-luxury 38-seater 8-ft. wide coachwork, upholstered in red moquette, finished grey and red, certificate of fitness 1962-63; choice of four; these coaches are in immaculate condition.
1952 work, Formica side panels, upholstered in green moquette, 7 ft. 6 in. wide, finished maroon and cream; choice of six, certificate of fitness 1962, ex well-known fleet operator, in immaculate condition.
1952 work, upholstered in blue moquette, finished cream and blue, certificate of fitness 1962.
1952 BEDFORD 35-seater Super Vega, interior in red moquette, finished green and grey, radio and heater, certificate of fitness 1962.
1951-52 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater, fitted central entrance, autumn tint moquette, immaculate condition, certificate of fitness 1961-62; choice of four, one cream and green three red and cream.
1948 DAIMLER CDV6, oil engine chassis, mounted with Duple 35-seater full-luxury coachwork, upholstered in blue moquette, finished grey and red, certificate of fitness 1960, very clean condition; choice of two.
1947 A.E.C. Regal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.
LEYLAND 154-7, oil engine and chassis, full floating axle, fitted with new Duple bodies in 1947, 33-seaters upholstered in red moquette, certificates of fitness 1960-61, choice of six. These vehicles have been completely modernized.
CHOICE of several 1946-7-8 BEDFORD 27-29-seater Duple Vista coaches; Austin 29-33-seaters; COMMERCIAL and Avenger 33-35-seaters; certificates of fitness; cheap to clear.

PART-EXCHANGE AND HIRE-PURCHASE,

ARRANGED BY OUR DEPTS AT—

LONDON.

25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.
Vic 6033.

CARDIFF.

DUMBALLS ROAD, CARDIFF.
Phone, Cardiff 30641.

SUDBURY, SUFFOLK.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301. 804-505

BIRD'S COMMERCIAL MOTORS, L.T.D.

BIRMINGHAM ROAD,
STRATFORD ON AVON.

PHONE 3222-3-4 OR 2136.

GRAMS, "QUICKSALE."

USED PASSENGER VEHICLES.

TWO 1957 A.E.C. Reliance 41-seater Duple Britannia luxury coaches.
ONE 1957 LEYLAND Tiger Cab 41-seater Duple Britannia luxury coach.
ONE NEW YATES Europa 41-seater luxury coach.
ALL the above coaches have been owned by one private coach firm from new and have only been used on luxury work.
FIVE late-type A.E.C. double-deck buses, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 20 tyre equipment.
THREE LEYLAND 1953 double-deck buses, fitted with 1060 Leyland diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 20 tyre equipment.
CURRENT certificate of fitness on every vehicle listed above.

ANY VEHICLE TAKEN IN PART-EXCHANGE.

FURTHER PARTICULARS

AND

PRICES ON APPLICATION.

804-132

Used Passenger Vehicles (contd.)

1951 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1946 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1948 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1949 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1947 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1950 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1948-49 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1949 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1949 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1947 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1950 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1949 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

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1949 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

1949 A.E.C. 7.7, fitted 1952 37-seater Burlingham Scagull coach body, certified 1962, £1,200.

Used Passenger Vehicles (contd.)

FRANK COWLEY
200
BUSES AND COACHES
 ACTUALLY IN STOCK.
 READY FOR IMMEDIATE SERVICE.

1951 A.E.C. Mark IV underfloor-engined 39-seater full luxury coach, immaculate, certified 1961.
1946 7-8 A.E.C. 34-seater buses, powered by 7.7 diesel engines, all in first-class condition throughout, very clean and excellent all-metal bodies, good tyres, etc. £295 each; choice of 20, certified.
1948 49 A.E.C. 34-seater buses, in really super condition, powered by 9.6 diesel engines, good batteries and ready to go to work, £340 each; choice of eight, certified.
1949 BRISTOL 33-seater coaches powered by Gardner 5LW diesel engines and 5-speed gearboxes, these are genuine coaches with full vision and not rebuilt or re-registered, a very lovely fleet of vehicles, £450 each.
1947 LEYLAND genuine PS1, 32-33-seater buses, powered by Leyland PS1 engines, in 100% condition throughout, £375 each; choice of eight, certified.
1950 LEYLAND genuine PS2 33-seater coaches, powered by Leyland 600 diesels, immaculate condition throughout, a very super fleet, £495 each; choice of 10.
1948 49 A.E.C. 56-seater double-deckers, powered by A.E.C. 9.6 diesels, all-metal bodies, air brakes, good batteries, ready to go to work immediately, £575 each, certified.
1949 A.E.C. 33-seater coaches in immaculate condition, fitted with 9.6 engines and air brakes. £395 each, certified.
1949 GUY 33-seater full-luxury coach, fitted Gardner 5LW engine, Plaxton body, in super condition. £295, certified.
1949 DENNIS 35-seater coach, fitted Dennis B16 diesel engine, excellent throughout, £295, certified.
1949 FODEN 35-seater coach, fitted with Gardner 6LW engine, certified and in first-class mechanical condition. £325.
1947 FODEN 35-seater coaches, fitted with Gardner 6LW engines, in lovely order throughout, choice of three, certified 1961, £275 each.
1950 DENNIS 35-seater coach, fitted with Dennis B16 engine, certified 1960, £295.
A.E.C. Buses powered by 7.7 diesels and fitted with 1950 35-seater bodies, these machines look and run like new vehicles, £295 each; choice of 18, certified.
LEYLAND buses, powered by Leyland 8.6 diesels and fitted with 1950 35-seater bodies, all in first-class condition, carrying full guarantee, at £275 each; choice of 20.
CROSSLEY 33-seater coaches, powered by Crossley 8.6 diesels, all genuine 1949 machines with Burlingtonam bodies, £295 each; choice of 18, certified.
LEYLAND 56-seater double-deckers, powered by Leyland 8.6 diesels, all carry full guarantee, £275 each; choice of 23.
LSO 150 single- and double-deckers, all fitted with A good batteries and ready to go to work, from £150 each.

FRANK COWLEY
 3 BLACKFRIARS ROAD,
 SALFORD, 3.
 Phone, Manchester Blackfriers 7577 and Blackfriers 1048, 804-412

E. J. BAKER AND CO. (DORKING), LTD.
 COACH SHOWROOMS AND SERVICE STATION.
 TRADING ESTATE, FARNHAM, SURREY.
 PHONE, 8 A.M. TO 6 P.M., FARNHAM 4626-7.
 AFTER 6 P.M., FARNHAM 4481.

1955 Model 1954 registered BEDFORD Vega 36-seater green exterior, tubular heating, one owner. £2,275.
1955 A.E.C. Reliance, Duple 41-seater body, numerous extras, radio, heater, Formica sides, one careful owner only, £3,500.
1954 BEDFORD Vega 38-seater, blue interior, heaters, one owner, £2,100.
1953 BEDFORD Duple 37-seaters, red interior, heaters, choice of two, certificate of fitness 1963, £1,850.
1952 BEDFORD 37-seater Gurney Nuttins, autumn interior, heater, cream, maroon exterior, one owner, immaculate condition, certificate of fitness 1952, £1,600.
1952 COMMERCIAL Avenger, Gurney Nuttins 33 seats, red interior cream-brown exterior, choice of two, clean coaches, certificate of fitness 1962, £1,150.
1952 DENNIS Falcon, Burlingtonam 33-seater Scargill body blue interior, Eaton 2-speed axle, certificate of fitness 1962, £1,250.
1951 BEDFORD Duple, 33 seats, choice of several, blue-red interiors, certificate of fitness 1961, from £1,150.
1950 June, BEDFORD Vista, 29 seats, glass roof, quarters, blue interior, cream exterior, very clean, certificate of fitness November, 1959, £795.
1949 BEDFORD Vista 29-seater, red interior, cream-maroon exterior, one owner, certificate of fitness September, 1959, £675.
1949 FODEN 6LW, Bellhouse Hartwell 33-seater body, green interior, certificate of fitness 1959, £450.
1949 MAUDSLAY, Duple 35-seater, high back, Formica sides, certificate of fitness September, 1959, £375.
1949 DAIMLER CDV6 fitted 33-seater body, certificate of fitness September, 1959, £350.
1949 LEYLAND Plaxton, 33 full luxury seats, heater, good tyres, cream-red exterior, red interior, certificate of fitness December, 1959, £700.
1948 DENNIS Lancets (3), Duple, red interior, 33 high-back seats, certificate of fitness December, 1961, £375.
1947 BEDFORD Vista, 29 seats, green interior, maroon exterior, high-back seats, certificate of fitness November, 1961, £250.
1946 7-8 MAUDSLAYS, A.E.C., fitted 33-35-seater bodies choice of several good runners from £325.

WE ALWAYS HAVE A GOOD SELECTION OF VEHICLES SUITABLE FOR TRAVELLING SHOPS AND WORKMEN.
 WE INVITE YOUR INQUIRIES.
 HIGH-BACK CONVERSIONS, TRIMMING, PAINTING, ACCIDENT REPAIRS AND CLEANING SPEEDILY EXECUTED.

Used Passenger Vehicles (contd.)

CHARLES COPPOCK, LTD.
SERVICE BUSES,
 THE GARAGE,
 ELM GROVE, CROSS STREET, SALE, CHESHIRE.
 "SALE TIME AT SALE."
EASTER BARGAINS.

1949 BEDFORD coach, 29 seats, large luxury seats in red moquette and grey leather, very good tyres, special bargain, £140.
1961 Certificate of fitness, BEDFORD Duple Vista, registered 1947, recently renovated, 29 seats trimmed in an attractive blue moquette, this vehicle is in very clean condition throughout, price £275.
1949 GUY Arab 5LW, 35 seats, Burlingtonam bus body, a good buy at £150.
FULL-FRONTED AUSTIN, certificate of fitness September, 1961, 31 seats, coachwork by Mann Egerton, replacement engine fitted recently, Easter bargain at £350.
£120 To £200, BRISTOL buses, 35 seats, L-type chassis, Gardner 5LW engines, 5-speed gearboxes, several rebodied, 1949, coachwork E.C.W., these vehicles have been well maintained and are of smart appearance, choice of 20.

LOW-BRIDGE DOUBLE-DECKERS
 NOW AVAILABLE WITH CERTIFICATES OF FITNESS.
£450 Each, 1946 LEYLAND PDI, 7.4-litre oil engines, Leyland all-metal coachwork, two only.
£275 To £325, 1946 A.E.C. Regents, 7.7-litre oil engines, coachwork by E.C.W., choice of 11.

THREE ATTRACTIVE LUXURY COACHES,
 CERTIFIED LATE 1961 AND 1962.

£475, 1948 A.E.C. Mark III, 9.6-litre engine, crash gearbox, Duple coachwork, 33 luxury seats in blue figured moquette, exterior colours ivory and red, this vehicle is in really beautiful condition.
£350 Each, 1949 MAUDSLAY, A.E.C. 7.7-litre oil engine, full luxury seating 33, coachwork by Duple, ivory and red, these two vehicles are in lovely condition.

BEDFORD DUPE VISTAS.

1950 BEDFORD Vista, 29 high-backed luxury seats, Formica side panels, upholstered in green and red figured moquette, headrests in green leather, exterior colours cream and green, a very nice coach at the right price, £425.
1949 BEDFORD Vista, reconditioned engine now being fitted, 29 high-backed luxury seats in blue figured moquette with headrests in blue leather, exterior colours cream and green, this vehicle is in spotless condition, £375.

WE have a nice selection of oil engines, can be tested in chassis: Gardner 6LW, Gardner 5LW; A.E.C. 7.7-litre; Leyland PS1 7.4-litre; Leyland 8.6-litre.
 A Large quantity of second-hand, serviceable engine and chassis parts in stock for most makes of chassis.

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LES GLEAVE, LTD.
 FOURWAYS GARAGE,
 ARCLID, NEAR SANDHACH, CHESHIRE.
 Smallwood 225, 226.

NEW coaches available on Bedford, Commer, Ford, Albion and Leyland chassis, with bodies by Burlingtonam, Duple or Plaxton.
BEDFORD Super Vega, petrol engine, body by Duple, 41 seats, red moquette, first registered 1956-57; choice of four.
LEYLAND Tiger Cub, underfloor engine, Eaton 2-speed axle, body by Burlingtonam (Seagull) front entrance 41 seats, red moquette; choice of three, first registered 1956-57; certificate of fitness 1963.
BEDFORD Super Vega, petrol engine, body by Duple, red moquette; choice of two, first registered 1956, certificate of fitness 1962, 28-seater, full luxury type, quarter lights.
BEDFORD SB full-front, petrol engine, body by Brush, 33-seater, red, cream, one only, first registered 1951, certificate of fitness 1961.
BEDFORD OB full-front, petrol engine, body by Duple, 35 seats, red, cream, one only, first registered 1952, certificate of fitness 1963.
CROSSLEY half-cab, diesel engine, body Trans-United, 33 seats, green, grey moquette, one only, first registered 1948.
BEDFORD Vista, petrol engine, body by Duple, 25 luxury-type seats, red moquette, one only, first registered 1947, certificate of fitness 1959.
LEYLAND PS2 full-front, diesel engine, body by Santus, 35 seats, red moquette, first registered 1950.
BEDFORD Vista, petrol engine, body by Duple, 29 seats, blue moquette, first registered 1947, new body 1950, certificate of fitness 1960.
1951 SENTINEL 40-seater service bus, 4-cylinder, certificate of fitness 1961.
1952 BEDFORD Plaxton 33-seater, certificate of fitness 1962.
 WE are now taking orders for the coming season, Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer the new hire-purchase terms on new and second-hand machines.

LES GLEAVE, LTD.
 FOURWAYS GARAGE,
 ARCLID, NEAR SANDHACH, CHESHIRE.
 Smallwood 225, 226. 804-366

1951 A.E.C. Duple Mark IV 41-seater luxury coach, heaters and radio, exterior grey and green, certificate of fitness October, 1961.
1951 COMMERCIAL Avenger-Churchill underfloor petrol engine, 34-seater luxury coach, heaters and radio, exterior grey and green, certificate of fitness July, 1961.
1947 A.E.C. Duple Regal Mark III 9.6 diesel engine, 35-seater coach, half-cab type, exterior grey and green, certificate of fitness August, 1961.
LONGLANDS COACHES, Broadway, Crowland, near Peterborough Phone, Crowland 212. 805-7338

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION.
 PRESTON: Longton 3255.
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 CARLISLE 25422.

PASSENGER VEHICLE SPECIALISTS.

1955 BEDFORD Duple 36-seater luxury coach.
1950, July, COMMERCIAL Avenger 34-seater full-luxury coach, radio and heater, certificate of fitness June, 1959.
1950 BEDFORD Vista 29-seater Duple.
1950 COMMERCIAL Avenger 32-seater coach, good order.
1949 Duple luxury-seating coach bodies for 17-ft. 6-in. wheelbase, bodies only.
1949 September, LEYLAND PDI Burlingtonam 33-seater luxury.
1947 LEYLAND PDI chassis, 7.4-litre diesel engine, fitted Brush 33-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.
1947 A.E.C. 7.7 Duple 35-seater bus, very fine order.
1947 LEYLAND PDI Roe 51-seater double-deck bus, certificate of fitness 1961.
1947 November, LEYLAND PDI Plaxton or Burlingtonam 33-seaters, certificate of fitness 1960-62.
1947 LEYLAND PDI Roe 51-seater double-deck.
1946 LEYLAND PDI service buses, 32-seater Roe bodies, certified to 1959; choice of four.
OVER 100 high- and low-bridge-type double-deck buses, from £100 each; also a number of Leyland 36-seater buses; Dennis 32-seater buses with 5LW power units, suitable for contract or public works contractors, price from £175 each.

FOR EXPORT OR DISMANTLING ONLY.

A Number of LEYLAND T58 chassis with 7.4 diesel power units and fitted with 1949 Duple high-back seating coachwork.
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MILLBURN MOTORS (PRESTON), LTD.
 WALMER BRIDGE, LONGTON, PRESTON.
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SAVILLE MOTOR SALES, LTD.
 MAIN VAUXHALL AND BEDFORD DEALERS,
 HARVESTER HOUSE,
 STRATFORD-ON-AVON.
 Phone 3681 (10 lines).

41 SEATER BEDFORD Super Vega petrol, new, unused, only one left, immediate delivery ex-stock, finished in grey and crimson.
1955 (Model) BEDFORD Duple 36-seater coach, radio, heater, petrol engine, finished in red and cream, certificate of fitness October, 1959.
1953 BEDFORD Burlingtonam 36-seater coach, radio, heater, petrol engine, finished in blue and red, certificate of fitness April, 1963.
1951 BEDFORD Metalcraft 33-seater coach, heater, petrol engine, finished in green.
1949 BEDFORD Duple 29-seater coach, heater, petrol engine (choice of two), certificate of fitness.
1949 MAUDSLAY Whitson 33-seater coach, heater, diesel engine, finished in black and white, certificate of fitness June 1959.
MONMOUTHSHIRE depot.

1948 DAIMLER Duple 33-seater coach, heater, diesel engine finished in cream, certificate of fitness August, 1960.
1949 A.E.C. Burlingtonam 33-seater coach, heater, diesel engine, finished in blue, certificate of fitness July, 1959.

PART-EXCHANGES, HIRE-PURCHASE FACILITIES.

REDBROOK, MONMOUTH.
 PHONE 336 AND 7. 804-174

JACK DEACON.
 DEACON'S GARAGE,
 DORCHESTER, OXON.
 Phone, Clifton Hampden 217.

OFFER the following vehicles, all of which are certified—
TWO 1950 AUSTIN 29-seaters, £250 each.
TWO A.E.C., 1947, Duple luxury bodies, £300 each.
1949 A.E.C. double-decker buses, Metrocam. 804-219

A STON'S OF MARTON.
 WARWICKSHIRE.
 (ON A423 ROAD—SEVEN MILES FROM COVENTRY).
 Phone, Day, Marton 357.
 Evening, Braunston 254.

COACHES and buses available for immediate inspection and test.
1949 MAUDSLAY with heater and radio, 33-seater, certificate of fitness, very clean, choice of three, from £200.
LEYLAND TS7s and TS8s, rebodied 1950 onwards by Leyland makers, certificates of fitness up to 1962, choice of 17, from £200.
LEYLAND TD5s and TD7s, 1940 and 1942, high- and low-bridge, double-deck, certificates of fitness to 1961, choice of six, from £225.
GUY Vizen, 1949, full-front, 27-seater, heater and radio, certificate of fitness to 1961, £265.
BRISTOL 1940 35-seater service saloon, LSG, rebodied 1950, certificate of fitness 1960, choice of 10, £275.
BRISTOL 1940 double-deckers, low-bridge, 31 seats, rebodied 1950, certificate of fitness 1960, choice of 11, from £235.
COMPREHENSIVE stock of new and second-hand spares for Leyland, A.E.C., Bristol and Guy's available.
 ANY type of vehicle taken in part-exchange. Hire-purchase terms available. Please write or phone your inquiries. 804-7

Used Passenger Vehicles (contd.)

ALEXANDER AND TATHAM, L.T.D.
A.E.C. CHOICE OF 46 VEHICLES A.E.C.
IN STOCK FROM £285.

1948 LEYLAND PSI 34-seater saloons, Brush all-metal bodies, in excellent condition, certificates of fitness 1960-62, priced from £450.
1949 ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £275.
1948 LEYLAND PSI 34-seater saloon, Mer-Cam all-metal body, in excellent mechanical and body condition, certificate of fitness till the end of 1961, choice of 15, price from £350.
1947 GUY 32-33-seater coaches, 5LW engines, certified 1960, choice of five from £275.
1946 1943 GUY low-bridge double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six, from £250.
BRISTOL 32-seater, low radiator, 5-speed box, B certified, price £200.

HIRE-PURCHASE FACILITIES. PART-EXCHANGES.

ALEXANDER AND TATHAM, L.T.D.
BRIMINGTON OLD STATION,
NEAR CHESTERFIELD.
Phone, Chesterfield 5704. 804-261

THURGOODS OF WARE.

1954 COMMER Harrington 41-seater luxury coach, petrol engine, heater, radio, ext. grey and blue, immaculate, certificate of fitness to 1964, £2,150.
1952 A.E.C. Mk. IV preserver 41-seater luxury coach, fitted heaters, luxury seating, red and cream, certificate of fitness 26.2.61, £1,975.
1952 BEDFORD Vega 33-35-seater, maroon and cream, high-back tubular seats, Formica sides, certificate of fitness 19.2.62, £1,295.
1951 FODEN (37) 2-stroke oil engine, blue and cream, excellent condition, certificate of fitness 22.8.60, £1,175.
1950 COMMER Avenger (33) Plaxton luxury coach, glass roof, quarters and rear doors, red chairs, seats, ext. cream and green, one owner, certificate of fitness 1960, £850; another £675.
1950 DENNIS full-fronted Duple (35) coach, high-back seats, blue inside and out, heater, good condition, certificate of fitness to 1960, £1,050.
1950 BEDFORD Vistas (29), red high-back seats, Formica sides, ext. cream and green, choice of two from £675.
20-SEATER BEDFORD Vista, reclining armchair seats, 1949, Formica sides, heater, green and cream, good order, £575.
1948 7-6 BEDFORD Vistas (29), from £325; buses, 28-30, from £275.
BEDFORD driver-operated door gears for Vistas, only £12 15s. per set.
SET of Vista seats, retrimmed new blue moquette and Vynide (29), one-day exchange service, £10s.
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INGS ROAD, WAKEFIELD.

NEW BEDFORD SBI diesel 41-seater Plaxton Consort Mk. IV, heater, radio, ivory finish.
NEW BEDFORD SBI, petrol, Duple Super Vega 41-seater, heater, radio, K-type moulding.
NEW MORRIS J2 12-seater Minibus, certified to 1965, immediate delivery.
NEW 1958 ATKINSON L544 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.
NEW A.E.C. Reliance (7.75-litre) 41-seater Plaxton Consort Mk. IV, finish to detail.
NEW BEDFORD SBI, petrol, 41-seater Plaxton Consort, ivory, heater, certified 1965.
1955 COMMER TS3 diesel 41-seater Plaxton, amber quarter lights, heater, radio, ivory-black.
1953 LEYLAND PS2-3 (9.8-litre) 35-seater Harrington full-front, radio, heater, certified 1960.
1953 BEDFORD (petrol) 37-seater Plaxton Ventura, heater, radio, certified 1963.
1951 A.E.C. Regal Mark IV, 9.6 underfloor, 37-seater Burlingham, reconditioned engine.
1951 ALBION Victor (diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue.
1950 LEYLAND PSI (7.4-litre) 35-seater Burlingham full-front, heater, radio, ivory-black.
1950 BEDFORD Vista 29-seater Duple, cream-green, heater fitted, certified 1960.

HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, L.T.D.,

Phone, Wakefield 6051-5. 804-476

NORTHS (P.V.), L. LEEDS.

OFFER—

A.E.C. Mk. III 1948, Roe bodies, 56-59-seaters, 9.6 engine very clean, certificates of fitness, £550 each.
LEYLAND PD1s, 1947, 56-seaters, Roe bodies, certificates of fitness, exceptional value, £450 each.
LEYLAND PD1 1947 35-seater service buses, rebodied 1952, certificates of fitness, £350 each.
DAMLER, 7.7 engine, 56-seater Roe double-deck bodies, certificates of fitness, exceptional condition, £350 each.
ALBIONS, 1947 35-seater single-deckers, rebodied 1952 A certificates of fitness, £165 each.
ALBION 1947 56-seater, all-metal double-decker body, certificate of fitness, £275.
POST-WAR Dennises, A.E.C., Bristols from £100 each.
PART-EXCHANGE. Terms if required.

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Used Passenger Vehicles (contd.)

PERCY D. SLEEMAN, L.T.D.
LONDON COMMERCIAL DEALERS

COMMER Rootes diesel Burlingham 41-seater, finished to choice, 14 days' delivery.
1955 Reliance Duple and Burlingham 41-seaters, finished to choice.
1955 COMMER TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.
1954 BEDFORD 38-seater, Duple body, fitted heater, painted blue and maroon, immaculate, certificate of fitness 1960.
1954 BEDFORD 36-seater, upholstered in red, painted to choice, certificate of fitness 1959.
1953 BEDFORD 35-seater Yeates, trimmed in red, finished in cream and red.
1953 BEDFORD 37-seater, Duple body, painted blue and maroon, immaculate, certificate 1963.
1951 LEYLAND Royal Tiger, 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1961.
1948 BEDFORD 29-seater Vista, from £250.
1946 DAMLER 56-seater double-deck, 1950 body, good tyres, powered by A.E.C. 7.7 engine, current certificate of fitness.

PART-EXCHANGES and hire-purchase terms to suit individual requirements.

38 UXBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Western 1321. 804-382

ERRINGTONS OF EVINGTON, L.T.D.

NEW BEDFORD PETROL SUPER VEGA 41-SEATERS.
EARLY DELIVERY.

1954 BEDFORD Yeates Riviera 36-seater coach, quarter lights, tubular racks, Radiomobile and heaters, reconditioned five years, one owner.
1950 COMMER Avenger, Churchill 34-seater body, fitted heater, certified 1960, one owner, £850.
1950 A.E.C. 9.6 Burlingham full-fronted body, 33-seater, radio and heaters, certified 1960, £950.
1949 CROSLEY, Yeates 35-seater body, good condition, £180.
1949 MAUDSLAY (A.E.C. 7.7) Duple 33-seater, fitted heaters, excellent condition, certified 1962.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, LEICESTER.

PHONE 38102-3. 804-264

1951 LEYLAND PS2, full-fronted, good condition, 35-seater, certificate of fitness 1961.
1950 June, TILLING-STEVENS luxury coach, 33-seater, certificate of fitness May, 1960, £375.

ORMSKIRK MOTORS, L.T.D.

MAIN VAUXHALL AND BEDFORD DEALERS.

COUNTRY ROAD, ORMSKIRK.

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1956 27 BEDFORD 41 Super Vegas, from £2,650.
1950 LEYLAND PSI 35-seater Burlingham full-front, £1,050.
1954 BEDFORD Duple Super Vega 38-seater, low mileage, very well kept, £2,150.
1952 BEDFORD Super Vega 33-seater, quarter lights, magnificent condition.
1949 FODEN, S-cylinder Gardner, Duple 33-35-seater, new retrim, certificate of fitness 1962, £585.
1950 BEDFORD Duple 29-seater Vista, good tyres and excellent condition, high-back seats, £575.
1950 COMMER 33-seater Strachans body, beautiful condition, £255.
1953 LEYLAND Royal Tiger 41-seater, air brakes, perfect condition, £2,300.
29 High-back luxury seats, blue, £45.

CONWAY HUNT, L.T.D., Brox Rd., Ottershaw. Phone 804-231

1956 41-seater BEDFORD Duple Super Vega, petrol, red interior, ivory and red exterior, numerous extras, superb condition, 8 ft. wide.
1951 41-seater LEYLAND Royal Tiger, red interior, ivory and red exterior, Harrington exhibit at Earls Court, air brakes, immaculate appearance, 8 ft. wide.
1952 34-seater BEDFORD Duple, petrol, red interior, ivory and red exterior, numerous extras, 8 ft. wide, any inspection or trial.
G. H. HOYLE AND SONS, L.T.D., Coal Hey Garage, Haslingden. Phone Rossendale 272. 804-346

J. W. FIELDS, L.T.D.

OFFER THE FOLLOWING

USED COACHES:—

NEW BEDFORD petrol 41-seater Plaxton; immediate delivery.
1957 58 COMMER TS3 41-seater Plaxton and Duple; choice of several.
1958 BEDFORD petrol 41-seater Plaxton, many extras, finished in maroon and cream, low mileage.
NEW KARRIER 14-seater Plaxton full luxury, fitted heater and radio; delivery April.
1957 BEDFORD petrol 41-seater Plaxton.
1957 BEDFORD petrol 41-seater Duple.

TERMS and exchanges, full list sent on request. Phone for appointment to view.

160 CROSS LANE,

SALFORD, 5.

Phone, Pendleton 5331. 804-417

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THE MOTOR DEPOT.

158 WALSGRAVE ROAD, COVENTRY.

Phone: day, 53732; night, 68503.

AUSTIN A. GENTS.

1952 BEDFORD Vega, 33-seater Duple bodies, choice of two.
1950 MAUDSLAY, 35-seater f/f. Burlingham body.
1950 LEYLAND, 33-seater f/f. Burlingham body.
1950 BEDFORD Vista 29-seater.
VARIED selection of other coaches available for inspection.

PART-EXCHANGES. H.P. FACILITIES.

THE MOTOR DEPOT.

804-485

LANCASHIRE MOTOR TRADERS, L.T.D.

OLYMPIA GARAGE.

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evenings, Oldham Main 2461.

1955 6 COMMER TS3 41-seater, Duple, autumn tint interior, brown-fawn exterior, choice of three from £2,350.
1948 9 BEDFORD 29-seater Duple, good certificate of fitness, choice of six from £200.
1951 2 BEDFORD 33-seater Duple, choice of three from £1,900.
1950 A.E.C. 33-seater to 41-seater Burlingham and Duple coachwork, from £750.
We also have a number of women's coaches, all post-war chassis, good certificates of fitness, from £150. 804-479

A.E.C. Ambassador diesel, June 1, 1950, 33 seats, certificate of fitness 1.6.60, excellent condition, £1,500.
BEDFORD petrol, June 4, 1949, 29 seats, Duple body, S.R. 8,000 since reconditioned, being reconditioned, £550.
AUSTIN petrol, June 4, 1949, 29 seats, Whitson body, S.R. 8,000 since reconditioned, being reconditioned, £550.
D Duple 1951, S.H. speech and radio, 5-speed and overdrive, certificate of fitness 30.4.60, excellent condition, £900.
BEDFORD petrol, March 30, 1950, 29 seats, Duple body, certificate of fitness 26.3.60, £750.
ALL are Isle of Wight operated coaches and in exceptional condition for their respective ages.

CANNING DAY, L.T.D.

CHURCH LITTON, NEWPORT, I.W.

Phone 2218-9. 805-7148

COMMER TS3, Duple 41-seater full-luxury coach, first registered September 23, 1954, Eaton 2-speed axle, colour red and cream, interior red floral moquette, heaters, etc., guaranteed mileage 56,000, certificate of fitness 20.10.59, immaculate throughout, £2,250.
1950 LEYLAND PS1, first registered 29.12.49, 35-seater luxury coach full-front Whitson body, heaters saloon and driver, colour grey and red, interior red floral moquette, certificate of fitness 21.12.59, excellent condition, £750.
1951 MAUDSLAY 37-seater luxury coach, 7.7 A.E.C. engine, 8-ft. Metalcraft body, colour grey and red, interior autumn tint moquette, heaters, etc., certificate of fitness 28.2.61, perfect machine, engine now being run in after resleeve, etc., £1,000.
EXCHANGES, H.P. and insurances.

JOHNSONS MOTORS, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 804-133

N. AND S. COACHES, L.T.D., 1a East St., Leicester. Phone, Granby 766.

1950 LEYLAND PS1-1, 35-seater Burlingham, full-front, certificate of fitness 1960.
1952 BEDFORD Vega 37-seater Plaxton, certificate of fitness 1962.

1953 BEDFORD Vega 37-seater Plaxton, certificate of fitness 1963. Choice of four.
A blue and ivory exterior, red interior, fitted heaters, demisters, etc. All in good condition and mechanical repair ready for coming season. Surplus only because of replacement programme. 805-7331

1948 MAUDSLAY, Duple body, certificate of fitness four years, 33-seater.

1949 AUSTIN Mann Earton body, certificate of fitness 1959, 32-seater.

1951 BEDFORD Vista Duple, certificate of fitness two years, 29-seater.

ALL these coaches are in first-class condition.

PHONE, Wallington 6648-9. 804-179

RENTON'S LUXURY COACHES offer:—

1949 Plaxton 33-seater full-fronted luxury coach, FODEN 6LW, heater, completely reconditioned and just reconditioned, certificate of fitness until 1963, immaculate condition, must be seen, £695.

1951 Plaxton 39-seater full-fronted luxury coach, LEYLAND PS1, heater, courier seat, a large 8-ft. Envoy-type body, and a real bargain at £1,495.

1951 Bellhouse-Hartwell Continental-type full-fronted 8-ft. luxury 35-seater coach, LEYLAND PS1, many extras including courier seat, demisters, heater, Continental lights, Perspex front and rear domes, used on extended tours, offered at only £895.

THE above vehicles are offered only due to shortage of garaging, and we are the only owners since new. Call for any trial or inspection at—

522 NANCHESTER RD., Hollinwood, Oldham. Phone, Fallowfield 1438. 805-7353

1948 A.E.C. 7.7 Mark II, single cab, 35-seater, low mileage, used private hire only, can be reconditioned.

1948 A.E.C. 7.7 Mark II chassis, fitted with 1951 Trans-United body, full front, high-back seats, heaters, used private work only, low mileage, light job, stand any inspection, part-exchange and hire-purchase, certificate of fitness 1963.

1945 GUY Arab DD 56-seater, new condition body, engine overhauled, tyres as new, new batteries, can be reconditioned, £265. Hire-purchase terms. Aldridge 3638. 804-492

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Used Passenger Vehicles (contd.)

MILLBURN MOTORS, LTD.
51-79 MILLBURN STREET,
GLASGOW, N.I.
Phone, Bell 0073.

WE offer the following vehicles for immediate delivery, your opportunity to acquire a good vehicle at the lowest possible price.

1948 DAIMLER double-deck CVD6 56-seater with Northern County body, certificate of fitness November, 1961, £400.

1948 ALBION service bus, 35 seater, certificate of fitness 1961, £250.

1948 GUY coaches, two of, 5-cylinder Gardner engine, certificates of fitness June, 1963, each £300.

LEYLAND Tiger Cub, model PSUC1/1, 1954, 41-seater luxury coach, new certificate of fitness, splendid tyres, whole appearance immaculate, £2,650.

LEYLAND TD4, double-deck 53-seater, four of, with recent all-metal low-bridge bodies, leather upholstery, immaculate condition, certificates of fitness 1960 and 1961, each £200.

50 LEYLAND Albion, Guy and Daimler double-deck buses, some with recent bodies, all in good order, prices from £75-£100. 804-513

VICTORIA COACHES, LTD.

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FOR sale, in the Black Country, old-established haulage business (two limited companies), comprising of six ordinary A licences, 31 tons; six B licences, 31 tons and four contract. Vehicles are in first-class condition, garage accommodation for 50 vehicles, work shops, offices, stores, full equipment, together with four attached dwelling houses. The business is a very sound one, showing excellent profit and will stand any investigation. Reason for sale, ill-health. Vendor would be prepared to assist the purchaser over a period. Only bonafide applicants need apply when every detail would be available. Offers are invited. Box CM0420, care of "The Commercial Motor." 804-519

Businesses, Premises, Offices, Etc., Wanted

GARAGE or industrial premises suitable conversion required, area approximately 10,000 sq. ft., main road location essential in North, West or East Midlands: preference long-term lease, but would consider outright purchase. Full details Box CM0327, care of "The Commercial Motor." 804-x5904

URGENTLY required to purchase haulage business in Bristol area. Preferably with approximately 10 vehicles, 30 tons underweight, general goods. Box CM049, care of "The Commercial Motor." 804-189

SPECIAL A licences required. Bristol area, Box CM048, care of "The Commercial Motor." 804-188

Miscellaneous Advertisements (contd.)

WANTED: Haulage Business with Special A Licences, Ordinary A Licences and B Licences, in any part of the country.

WILDE AND BENNETT, LTD.
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 804-259

PREMISES, suitable for garaging 6-10 or more coaches. S.W. London. Purchase of business considered. Box CM9819, care of "The Commercial Motor." 804-232

CONTRACTS FOR HIRE AND WANTED

CONTRACT or haulage work required for 7-ton lorry, owner-driver, anything considered, London base. Box CM0410, care of "The Commercial Motor." 804-187

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HENDY FOR FORD.
BRITAIN'S FIRST FORD DEALER.
DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.
LET US QUOTE YOU.

PERCY HENDY, LTD.
SOUTHAMPTON 28331 (EIGHT LINES). zzz-882

CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—
LOWER INITIAL COST.
MORE M.P.G.,
CHEAPER MAINTENANCE.
And the cost of conversion is very reasonable.
Let us quote you for your vehicles.

QUICKS FOR FORDS.
INDUSTRIAL UNIT SALES DEPT.,
WILMSLOW ROAD, CHEADLE, CHES.
Phone, Gatley 4282-3. zzz-943

Miscellaneous Advertisements (contd.)

CUT YOUR FUEL COSTS
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SEARLS 4D INSTALLATION
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"DO IT YOURSELF" KITS FROM £45.
OR COMPLETE CONVERSIONS.
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East 3685. 227-915

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TO
DIESEL
CONVERSION UNITS

PRALLS (HEREFORD), LTD.
HOLMER ROAD, HEREFORD
Phone 4221 (six lines). 804-815

HAULAGE AND BACK LOADS

CHARD TRANSPORT CO., LTD., for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester etc. Phone 3425-6; night, 3365 15 High St., Chard, Somerset. 806-7645

HIRE-PURCHASE

H.P. Facilities available to established dealers. Prompt service, daily settlements. London and Home Counties only.

FINEXTRA, LTD., 58 Jermyn St., S.W.1 Hyd 1391 222-944

HIRE-PURCHASE facilities available for all cars and equipment, etc. D. Everard, Ltd., 62 Oxford St., London, W.1. Museum 0811. 222-996

INSURANCE

PAUL CHILDS, LTD.
58 BIRCH GROVE,
LONDON, W.3.
Acorn 2398.

BEST market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. 222-634

SAVE money on insurance. Lower rates, larger bonus. Progressive Brokers. "Cheapest Rates Specialists." 257 The Vale, London, W.3. She 9231-2. 222-804

MISCELLANEOUS

10 Morris Quads, 4-wheel-drive, with winches, as new, each £40.
2 Ford fire pump trailers, each £80.

10 20-30-cwt trailers (8 ft. by 4 ft.), ex U.S.A. Air Force as new each £40.
15 20-ton semi-low-loading trailers, new ex U.S.A. Air Force, each £425.

7 Leyland TD3 double deck diesel buses, perfect running order, each £190.

PERKINS P6 engine and gearbox, Commer conversion, good running order, £125.
CONSIDERABLE quantity new Le Roi spares. Price on application.

CONSIDERABLE tonnage 14-in. roller conveyor with accessories, price 10s. per foot.
4 4,000-gal. capacity, new, aluminium fuel oil tankers (30 ft. long), on trailers, to be viewed by appointment, ex U.S.A. Air Force.

10 22-kW. Lister diesel D.C., 110-volt generating set, on trailers, as new, each £175.

SOUTHERN COUNTIES DEMOLITION, CO.
CHALK PIT, BEDHAMPTON, HAVANT, HANTS.
PHONE FOR APPOINTMENT TO VIEW.
Phone, Havant 1438. 807-7349

11,000 Heavy iron shod timber mats (deck panels) approximately 48 in. by 36 in. by 3 in. thick by 80 lb. each, 4s. each, ex depot near Stratford-on-Avon, minimum 100 lots. Harford Engineering Co., Ltd., Whiting Rd., Norwich. 804-7182

Miscellaneous Wanted

ALUMINIUM scrap urgently required. Lowton Metals, Ltd., Lowton Saint Mary, near Warrington. Leigh (Lancs) 1444-5. 804-495

SITUATIONS VACANT

A.M.I.M.I. City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms, over 95% successes. For details of exams, and courses in all branches of auto, diesel, aero, mechanical eng., etc. Write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 222-812

THOROUGHLY experienced stores manager required. Midlands. Leyland-Albion distributors. Must be capable of taking full charge. Box CM025, care of "The Commercial Motor." 804-7268

COMMERCIAL Salesmen look!

100% B.M.C. distributor in Bedfordshire wants a live salesman who, after proving his worth, will be promoted to commercial sales manager and form a go-ahead department. There is plenty of competition in this territory, and only the most energetic men need apply. Write, giving full details of experience to Box CM037, care of "The Commercial Motor." 805-7300

Miscellaneous Advertisements (contd.)

EXPERIENCED commercial salesman required, excellent opportunity for promotion for right man. Write in confidence to Gwent Motors, Ltd., 86-88 Commercial St., Newport, Mon. 806-7291

BOROUGH OF LEYTON.

APPLICATIONS INVITED FOR APPOINTMENT OF
FITTER

AT CORPORATION'S

AUCKLAND ROAD MOTOR GARAGE.
Wages, £11 9s. 2d. per week of 44 hours. Overtime and special duty rates payable, sick pay, holiday scheme, protective clothing.

Apply Borough Engineer, Town Hall, or Auckland Road Garage not later than Tuesday, April 7, 1959.

D. J. OSBORNE.

Town Hall, Leyton, E.10. Town Clerk, 804-7321

TECHNICAL Assistant, age 23-27, required by a large transport company operating in the London and Kent areas. Candidate must have had experience in motor vehicle maintenance. Applications in writing giving full particulars, experience and salary to Box CM038, care of "The Commercial Motor." 805-7301

ADDITIONAL commercial salesman required by Routes Ltd., Barnet By-pass, Hatfield. 804-7294

CAR and commercial vehicle representative required for large and expanding Ford main dealer in London area: excellent opportunities for men of good appearance and personality. Apply in writing to Sales Manager, Box CM0326, care of "The Commercial Motor." 805-7316

BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 4/4.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. despatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly, and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, E.C.1.

MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS

SENIOR Truck Designers.

THE Routes Group Truck Division requires senior chassis designers.

APPLICANTS should be qualified to H.N.C. standard and experienced in modern commercial vehicle design and production methods, excellent working conditions with pension scheme.

APPLY in strict confidence with fullest personal details to the Secretarial Department, Commer Cars, Ltd., Luton, Beds. 806-7302

EXPERIENCED storekeeper required for Vauxhall-Bedford dealer, good prospects for right applicant, Feltham area. Apply Box CM0314, care of "The Commercial Motor." 805-7312

YOUNG man required, with some experience of road haulage, to assist in sales organization of a long-distance parcels service. Full particulars to Box CM041, care of "The Commercial Motor." 804-113

AN experienced heavy commercial vehicle sales representative required by an old established company in the Midlands. Applicants must have extensive sales experience, sound knowledge of body construction, design and used vehicle prices. High basic salary and generous commission. Pension scheme in operation. Car provided. Applications, which will be treated in strict confidence, giving full details to Box CM0411, care of "The Commercial Motor." 805-7341

SERVICE manager/foreman for fleet maintenance, Midlands area, fully experienced in diesel and petrol practice and accustomed to staff control. Good wages to right man. Write full particulars to Box CM043, care of "The Commercial Motor." 805-7323

COMMERCIAL vehicle sales manager required, experience essential. Generous salary and pension scheme to right man. Write stating previous experience with references to Box CM046, care of "The Commercial Motor." 804-191

RECEPTION engineer, experienced Leyland, Bedford, diagnosis, rate-fixing, excellent opportunity. Young man free to move East Anglia, time-served. C. and G. permanent, large company, pension. Box CM042, care of "The Commercial Motor." 804-112

CAN you improve on a best seller? Then you are the salesman we require to represent the commercial vehicle sales dept. of this Sheffield distributorship. Full details, including your expectations, will bring an immediate reply from Box CM0414, care of "The Commercial Motor." 804-266

Miscellaneous Advertisements (contd.)

YOUNG man, interested in heavy haulage, required for depot office by N.W. London transport company. Application in writing to Box CM0412, care of "The Commercial Motor." 807-7350

TRAFFIC clerk required by C licence operator. Must have sound knowledge of traffic allocation and distribution. Technical experience an advantage. Applicant must be under 35 years of age and prepared to serve overseas. Excellent pay and conditions, pension fund. Write, giving full particulars of age and experience to Male Staff Officer, N.A.A.F.I., Kennings Way, S.E.11. 804-98

DIESEL engineer with high-speed lightweight diesel experience and contacts in allied industries required. This is a senior post carrying an appropriate salary. Applicants are invited to send fullest details of their experience to Personnel Manager, Petters, Ltd., Causeway Works, Staines, Middlesex. 804-100

COMMERCIAL sales manager required by Austin distributors for Worcestershire and Herefordshire. Extensive bodybuilding and paint-shop facilities. Wide retail and fleet connections already established. This is an outstanding executive position for a candidate already proven in the commercial field. Fully commensurate salary with share of profits. Car provided and super-annuation scheme. Applications in strict confidence to the Sales Director, H. A. Saunders, Ltd., Austin House, Castle St., Worcester. 804-53

CHIEF storekeeper required take charge vehicle body-builders store, comprising alloy and general engineering materials. Applicants must be familiar stores administration, able to insure and maintain stock control system. Staff four available. New factory, full canteen facilities, permanent salaried staff post. Write in confidence, Personnel Manager, Durham Engineering Co., Stonefield Way, South Ruislip. 804-103

HOME sales representative for company expanding production of earth-moving and similar specialized wheel equipment. Must be able to work on own initiative at executive level. Technical knowledge necessary. Age 28-38. Salary according to experience and ability. Expenses and car provided. Give full details in strict confidence and state present salary, to Managing Director, Douglas Equipment Ltd., Tewkesbury Rd., Cheltenham. 804-101

ROOTES Group Main Dealers require commercial vehicle salesman with proved selling ability, living accommodation available. Apply by letter, E. H. Pickford and Co., Ltd., 39 Duffield Rd., Derby. 804-93

EXPERIENCED Commercial Vehicle Representative required for Gloucester and Hereford area; Leyland-Albion range. Applications in writing to: The Secretary, Wafts (Factors), Ltd., Lydney, Gloucestershire. 805-7347

YOUNG Man of about 25 required as assistant to the transport manager, must have experience of transport and preferably able to type. Apply in writing, giving full details of age, experience, etc., to James Duke and Son, Ltd., Agricultural Merchants, Bishop's Waltham, Southampton. 804-244

MANAGER required for progressive commercial coach-building shop, approximately 20 men, experienced in estimating and controlling labour. Thomas Hosking, Ltd., Dumballs Rd., Cardiff. Phone 27955. 804-6502

SITUATIONS WANTED

EXPERIENCED maintenance man, used to Bedford-A.E.C., requires post with reputable transport or F.V. undertaking; keen, loyal, conscientious, used to working to own initiative. Box CM0324, care of "The Commercial Motor." 804-x5710

COMMERCIAL vehicle and car sales manager, comprehensive knowledge body construction, desires position, London experience. Box CM0419, care of "The Commercial Motor." 804-x0666

COMMERCIAL vehicle and bodybuilding representative, fully experienced, requires position, London experience. Box CM0418, care of "The Commercial Motor." 804-xA6066

STORAGE ACCOMMODATION

SHEFFIELD. Extensive storage accommodation available. Fork lift and crane facilities. Direct Motor Service (Sheffield), Ltd., Road Hauliers, Petre St. Sheffield S8 254. 222-883

STORAGE and distribution facilities available for most classes of goods for the Southern and Western counties; road service at competitive rates. Full particulars from Dorset Warehousing Co. (temporary address), 15 High St. Chard, Phone 3422-8. 807-7348

EXTENSIVE covered and open storage accommodation available at Harpenden, 25 miles north of London, near A1. Own large fleet available for distribution. A. tractors, Southdown Rd., Harpenden Herts. 804-7319

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NEWPORT CORPORATION TRANSPORT.
THE CORPORATION HAVE FOR DISPOSAL

THREE
GUY DOUBLE-DECK
OMNIBUSES

1943-44.

FOR FULL PARTICULARS APPLY:—
R. A. HAWKINS,
General Manager.

191-2 DOCK STREET, NEWPORT, MON. 804-7298

BUCKINGHAMSHIRE EDUCATION COMMITTEE.
TENDERS ARE INVITED FOR THE SUPPLY OF:—

ONE MOBILE LIBRARY VAN.

Further particulars and Forms of Tender available from Chief Education Officer, County Offices, Aylesbury. Closing date for tenders, April 27, 1959. 804-55

804-55

Miscellaneous Advertisements (contd.)

NORTHUMBERLAND COUNTY COUNCIL THE NORTHUMBERLAND COUNTY COUNCIL INVITE TENDERS FOR THE SUPPLY OF ONE MOBILE LIBRARY BODY TO BE FITTED TO EXISTING MOTOR CHASSIS.

Tenders to be submitted in accordance with the specification and drawing obtainable from the County Surveyor, Phoenix House, Queen Street, Newcastle upon Tyne, 1, and should be forwarded in a plain sealed envelope addressed to the Clerk of the County Council, County Hall, Newcastle upon Tyne, 1, to arrive not later than 9 a.m. on April 8 1959.

E. P. HARVEY,
Clerk of the County Council.
504-109

TENDERS ARE INVITED FOR THE SUPPLY OF—

ONE MOBILE DENTAL TRAILER.

Forms of Tender, details of layout and construction may be obtained from the Principal School Medical Officer, The Castle, Winchester, not later than April 6, 1959.

Tenders are to be delivered to the undersigned not later than 9 a.m. on Monday May 4, 1959. The Council do not bind themselves to accept the lowest or any tender.

G. A. WHEATLEY,
Clerk of the County Council.
The Castle,
Winchester.
March, 1959. 804-54

SPILSBY RURAL DISTRICT COUNCIL. DENNIS

REFUSE COLLECTION VEHICLE.

10-CU-YD CAPACITY. SIDE-LOADER MODEL.
ALL-STEEL BODY AND SLIDING SHUTTERS.
IN GOOD WORKING ORDER.

FOR SALE.

Sole reason disposal, purchased larger vehicle. Suitable conversion to another use.
Apply Clerk, Spilsby R.D. Council, Toynnton Hall, Spilsby, Lincs.
County Offices,
Toynnton Hall,
Spilsby. 804-105

COUNTY BOROUGH OF DERBY.

TENDERS FOR NEW VEHICLES.

TENDERS ARE INVITED FOR SUPPLYING THE FOLLOWING TO THE CENTRAL TRANSPORT DEPARTMENT:—

- ONE PEDESTRIAN - CONTROLLED ELECTRIC TRUCK FOR STREET CLEANSING; ONE-TON CAPACITY.
- ONE AUSTIN A40 STANDARD SALOON.
- ONE COMMER 8-CWT. VAN.
- FIVE KARRIER BANTAM 2-TON CHASSIS AND CABS (DIESEL ENGINES).
- FIVE TIPPING BODIES FOR ABOVE.
- ONE BEDFORD 25-CWT. AMBULANCE CHASSIS.
- ONE LOMAS BODY FOR ABOVE.

Specifications may be obtained from the Transport Manager, Ford St., Derby. Tenders in plain envelopes marked "Tender for vehicles," should reach the undersigned not later than Saturday, April 11, 1959.

G. H. EMLYN JONES,
Town Clerk.
The Council House,
Derby. 804-62

COUNTY BOROUGH OF BOLTON.

OFFERS INVITED FOR PURCHASE AND IMMEDIATE REMOVAL OF

SIX SURPLUS

LEYLAND DOUBLE DECK OMNIBUSES, TYPE T.D.S. FUEL OIL DRIVEN.

Particulars and arrangements for inspection from Transport General Manager, 147 Bradshawgate, Bolton.

Tenders to reach the Town Clerk, Town Hall, Bolton, not later than April 8, 1959, in plain sealed envelope endorsed "Tender for surplus motor omnibuses," but bearing no name or mark indicating the sender.

TENDERS invited for the supply and delivery of a mobile library and a delivery-display van on Bedford chassis (petrol engine). Drawing and specification obtainable from the County Librarian, Prospect Place, Trowbridge, Wills. Last date for receipt of tenders, April 9, 1959. 804-94

A62

Miscellaneous Advertisements (contd.)

BOROUGH OF DAGENHAM.

DISPOSAL OF REDUNDANT VEHICLE AND TRAILER.

THE COUNCIL HAVE FOR DISPOSAL THE UNDER-MENTIONED REDUNDANT VEHICLE AND TRAILER, WHICH MAY BE INSPECTED AT THE SALVAGE PLANT, FRIZLANDS LANE, DAGENHAM. DURING NORMAL WORKING HOURS:—

- ONE 25-CWT. COMMER VAN, PETROL ENGINE.
- ONE 5-TON OSTRICH TYPE 5T76 GRITTER TRAILER.

Form of tender may be obtained from the Borough Engineer and Surveyor.

Tenders, in the official envelope provided, must be delivered to me by April 29, 1959.

KEITH LAUDER,
Town Clerk.
Civic Centre,
Dagenham. 804-290

BOROUGH OF DAGENHAM.

SUPPLY OF VEHICLES.

TENDERS ARE INVITED FOR THE SUPPLY OF:—

- (A) ONE FORD 5-CWT. VAN.
- (B) TWO FORD 10-12-CWT. VANS.
- (C) ONE KARRIER BANTAM TIPPER.
- (D) ONE 5-TON FORDSON TIPPER.
- (E) ONE 3-TON TRAILER, LOW-LOADER.

Tenders may offer vehicles of other approved makes of equal specification. Full specification and form of tender, etc., may be obtained from the Borough Engineer and Surveyor. Items for which forms are required should be specified.

Tenders, in the official envelope provided, must be delivered to me by April 29, 1959.

KEITH LAUDER,
Town Clerk.
Civic Centre,
Dagenham. 804-291

COUNTY BOROUGH OF READING.

TENDERS ARE INVITED FOR THE SUPPLY OF

FOUR NEW 3-TON TIPPING LORRIES FOR THE BOROUGH SURVEYOR'S DEPARTMENT.

Tender forms and further information can be obtained from the Borough Surveyor, P.O. Box No. 17, Town Hall, Reading, and tenders should be sent to reach the Town Clerk not later than noon on Tuesday, April 7, 1959. 804-245

BOROUGH OF WILLESDEN.

THE COUNCIL HAVE FOR DISPOSAL THE UNDER-MENTIONED PETROL ENGINES REMOVED FROM THORNYCROFT STURDY 5-TON CHASSIS:—

- 9 NO.—E.R.4 TYPE
- 1 NO.—T.C.4 TYPE

The above can be inspected at the Public Cleansing and Transport Depot, Dyne Road, Kilburn, N.W.6.

Offers should be made to the Borough Engineer and Surveyor, Town Hall, Dyne Rd., Kilburn, N.W.6, not later than Tuesday, April 7, 1959. 804-20


BOROUGH OF MALDEN AND COOMBE.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING VEHICLES:—

- 1. ONE B.M.C. 15-CWT. OMNIVAN.
- 2. ONE RELIANT 3-WHEEL 5-CWT. VAN.

Specification and Tender forms on application to John Apoe, A.M.I.C.E., Borough Engineer and Surveyor. Tenders to be returned not later than Thursday, April 9, 1959.

H. E. BARRETT,
Town Clerk.
Municipal Offices,
New Malden,
Surrey. 804-27



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BOOKS AND PUBLICATIONS

MAINTENANCE RECORD Charnwood Series No. 59. A life history of each vehicle with tyre records, petrol and oil consumption. 4s 7d. post free. **DIESEL** oil stock books. Cost books, etc. Send for descriptive lists. **CHARWOOD PUBLISHING CO. LTD.** Coalville, Leicestershire. 222-944

THE ROAD TRANSPORT ENGINEER Edited by G. Mackenzie Janner, Editor of "The Commercial Motor." This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and engine insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK, by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics Works, this book is designed for students entering for the award of the National Craftsman's Certificate in Automobile technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"MODERN CLEANSING APPLIANCES", by Ashley Taylor. A survey of the municipal cleansing field, consisting of the most up-to-date information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"THE COMMERCIAL MOTOR" TABLES OF OPERATING COSTS (43rd Edition). Contains 11 operating cost tables for petrol, oil and electric roads and passenger-carrying vehicles. Explanatory articles on an introduction, to the Tables, shows how to record tyre costs and explain a system of cost recording. New features in this edition are a useful address section and tables showing wage rates, the cost of fuel and a 10-year comparison of costs. 56 pages 3s. net from booksellers, or 3s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detailed facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map, indicating the main routes to London's dock area is included. Illustrated. 104 pages. 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"FARM MECHANIZATION" DIRECTORY, 1956-57. Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world, this edition covers the complete revised and updated information on the products of farm machinery manufacturers, test reports and manufacturers' names and addresses. Illustrated. 552 pages. 25s. net from booksellers, or 26s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE BRITISH COMMERCIAL VEHICLE INDUSTRY (6th Edition). Compiled by the staff of "The Commercial Motor." Completely revised and illustrated with many new photographs and technical drawings, the Catalogue provides a comprehensive guide to all types of British commercial vehicles and an up-to-date review of the products of British makes of commercial vehicle chassis, trailers, engines, bodies, components and equipment which are offered for export to road transport operators and traders in overseas countries. The colour code system enables rapid identification of the main sections of the book to be made and the specification table headings and illustration captions are in French, Spanish and English with weights and measures quoted in both English and metric units. 250 pages. Illustrated. Price 42s. net from booksellers, or 44s. 3d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

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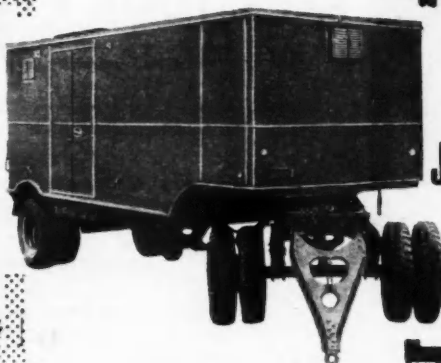
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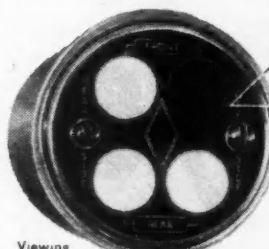


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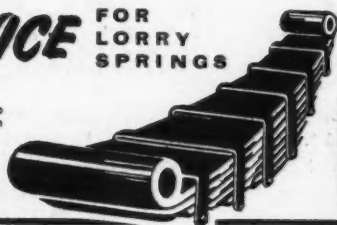
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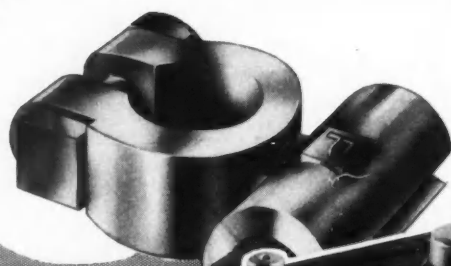
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